

Vol. XLV. No. 8125.

號八十月正年九十八百八千一英

日七十月二十年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CUINA MAIL.

LUNDON: -F. ALGAR, 11 & 12, Clement's Lane. Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154. Leadenhall Street. W. M. WILIS, 151. Cannon Street, E.C. PARIS AND EUROPE :- AMEDEI PRINCE

& Co. 36, Rue Lafayette, Paris. NEW YORK :-- ANDREW WIND, 21. Park SAN FRANCISCO and American Ports

generally :- Bean & Black, San Fran-AUSTRALIA, TASMANIA, AND NEW ZEALAND: -GORDON & GOTOH, Mel-

bourne and Sydney. OEYLON: -W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c.:-SAYLE & Co., Square, Singapore. C. HEINEZEN & Co., Manila.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000 Reserve Fund,.....\$4,000,000 RESERVE LIABILITY OF PRO- \$7,500,000

COURT OF DIRECTORS. Chairman-Hon. JOHN BELL-IRVING. Deputy Chairman-W. H. Forbes, Esq. C. D. BOTTOMLEY, | S. C. MICHAELSEN.

W. G. BRODIE, Esq. J. S. Moses, Esq. H. L. DALBYMPLE, L. POESNECKER, Esq. N. A. Siebs, Esq. J. F. HOLLIDAY, Esq. E. A. SOLOMON, Esq. Hon. B. LAYTON.

CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq. MANAGER. Shanghai, Ewen Cameron, Esq. LONDON BANKERS. - London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily

halance. On Fixed Deposits:-For 3 months, 3 per cent. per annum. 4 per-cent n n u 12 n 5 per cent. " .

LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia. America, China and Japan.

Ohief Manager. Hongkong, January 1, 1889.

G. E. NOBLE.

NUTIOR.

TO ULES OF THE HONGKONG SAVINGS' BANK. 1.—The business of the above Bank will | (FORMERLY ASSECTED APPRINTICE AND LAT-

be conducted by the Hongkong and | TERLY Assistant to Dr. Rogers,) Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 n any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may al their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. .- Interest at the rate of 34 per cent. per annum will be allowed to depositors on

their daily balances. 5. - Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begin-

6 .- Correspondence as to the business of Queen's Road Central, on SATURDAY, the Bank if marked On Hongkong | the 2nd February, at 12 o'Clock (noon), for Savings' Bank Business is forwarded free the purpose of receiving a Report of the by the various British Post Offices in Directors, together with a Statement of Hongkong and China,

7. - Withdrawals may be made on demand but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necossary.

For the Honokono & Shanghai Banking CORPORATION, G. E. NOBLE,

Chief Manager. Rangkong, January 1, 1859.

Intimations.

Q&&&&&&&& KALYDOR cools and re-g

cotte not son and dust, tradicates freckles, enricetes freckles, enricetes freckles, and produces a beautiful and delicate complexion. ODONTO whitens the teeth, preevents deary, and gives a pleasing fragrance

MACASSAR OIL preserves and leantifies the brain, and can be also that in a golden colour. Sizes 3/6; 7/-1 10/6.

Ask Chemists for Rowlands' articles, of 30. Hatton Garden, London. Canada de de la constante de l

Wholesale and Retail Agents for China A. S. WATBON & Co., Shanghai. 964

COLLEGE OF MEDICINE FOR CHINESE.

RITCHIE'S LIQUID AND OTHER COMPASSES. DESIDENTS in the Colony would It materially aid the SENATE of the COLLEGE by forwarding to the Aucs English SILYER & ELECTRO-PLATED WARE.

MEMORIAL HOSPITAL Christofle & Co.'s ELECTRO-PLATED WARE. (1). Glacs Jars (for museum purposes). (2). Illustrated Papers and Books for the Student's Reading Room and Library.

JAMES CANTLIE, Hon. Sec. to the College. Hongkong, August 7, 1888.

Intimations.

N Emergency MEETING of the above

A LODGE will be held in the FREE-

MASONS' HALL, Zetland Street, THIS

EVENING, the 18th Instant, at 8.30 for

9 p.m. precisely. VISITING BRETKREN are

MASONIC BALL—1889.

A of the District Grand Lodge of Hong-

kong and South China, will be held at the

CITY HALL on FRIDAY, the 15th February.

Brethren wishing to Subscribe, but who

may not belong to a Lodge in this District,

are hereby informed that Lists have been

THE OFFICE OF THE HONGRONG HOTEL,

THE OFFICE OF THE VICTORIA HOTEL,

KELLY & WALSH.

More & Semund.

FALCONER & Co.,

CHAS. GAUPP & Co.

The Subscription is limited to \$10 for

Masons, and \$5 for each GUEST INVITED

TONGKONG HIGH LEVEL TRAM-

WAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.

8 to 10 a.m. every quarter of an hour.

3 n 7 n n quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.45 and 11 p.m.

SUNDAYS.

10.40 a.m.; 121 to 3 p.m. every half hour.

3 to 7 p.m. every quarter of an hour.

Single Tickets are sold in the Cars: Five-

MACEWEN, FRICKEL & Co.,

General Managers.

Cont Coupons and REDUCED THORETS at the

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MR. WONG TAI-FONG,

Surgeon Dentist,

A T the urgent request of his European

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

HONGKONG, CANTON AND MACAC

STEAMBOAT COMPANY.

LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-fifth Ordinary Half Yearly

The Transfer BOOKS of the Company

T. ARNOLD,

will be CLOSED from 20th Instant to 2nd

NOTICE.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are

the Company's FOREMEN should be at

HEAD OFFICE, No. 14, Prays Central, will

In the Event of Complaints being found necessary, Communication with the Under-

signed is requested, when immediate steps

will be taken to rectify the cause of dis-

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers.

Jewellers, Gold & Silversmiths.

NT AUTICAL, SCIENTIFIC AND

INSTRUMENTS.

VOIGTIANDER'S CELEBRATED

BINOOULARS AND TELESCOPES.

ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS

GOLD & SILVER JEWELLERY

in great variety.

DIAMONDS

- AND -

DIAMOND JEWELLERY,

A Splendid Collection of the Latest Lonpon

PATTERES, at very moderate prices, 742

N METEOROLOGICAL

Hongkong, August 25, 1885.

D. GILLIES.

Secretary.

receive prompt attention.

satisfaction.

respectfully informed that, if upon

By Order of the Board of Directors.

Hongkong, January 14, 1889.

MEETING of SHAREHOLDERS in

Hongkong, January 12, 1885.

2. DUDDELL STREET,

(Next to the New Oriental Bank.)

and American patients and friends,

ALF. WOOLLEY,

Hon. Secretary.

LANE, CRAWFORD & Co.,

placed for their convenience at-

THE HONGKONG DISPENSARY,

Hongkong, January 17, 1889.

12 n 2 p.m. n half hour.

cation to the SUPERINTENDENT.

Hongkong, January 2, 1889.

cupied by Dr. Rocers,

Sole Address

ing Auditors.

February, inclusive.

THE VICTORIA DISPRISARY,

Messis. Dakin Brothers.

THE HONGKONG CLUE,

THE MASONIC CLUB.

CLUB GERMANIA.

(Non-Masons).

MASONIO BALL, under the Auspices

Hongkong, January 18, 1889,

ZETLAND

cordially invited.

HONGKONG, FRIDAY, JANUARY 18, 1889.

Business Notices.

Piano & Music Department.

ITHE following MUSICAL INSTRUMENTS and FITTINGS, have just been VIOLINS (Copies of the Old Musters). VIOLIN BOWS, SPRINGS (Acribelles. Twisted Silk, Genuine Roman Gut, Real Silver 4ths) BRIDGES, PEGS, TAIL PIECES, MUTES, CASES, RESIN, CHIN RESTS and CHIN PANS, &c. GUITARS (Spanish and other Models). GUITAR STRINGS (Gut & Wire)

BANJOS-BANJO STRINGS (American and English) PEGS, &c.

MANDOLINES (Spanish and Corsican Models). METRONOMES, by MARLZEL, in Mahogany-Walnut, or Ebonized Solid Cases. FLUTES and FLUTE Mors. PICCOLOS and Piccolo Mors, CLARIONETS and CLARIONET REEDS. OBOES and OBOE REEDS. CORNETS (Curtois and other Models).

SAXHORNS, EUPHONIUMS, (4 Valves) TROMBONES, BOMBARDONS. All Brass Instruments made on latest approved system (short models and large bores). NIGGER BONES, CASTAGNETS, CELLO BRIDGES and CELLO STRINGS, CORNET SPRINGS and CORNET MOUTHPLECES, &c., &c. FULL OROHESTRAL AND MILITARY BAND REQUISITES.

TTAVE RECEIVED THEIR SECOND DELIVERY WINTER COATINGS, TWEED AND DRESS SUITINGS, TROUSERINGS, AND ULSTER TWEEDS.

A Very Stylish Selection. OUR OUTFITTING STOCK IS ALSO COMPLETE IN SEASONABLE GOODS. Queen's ROAD (opposite Honorone Horel),

Victoria Hotel.

ITHIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c, has recently been much en-· larged and improved and is now one of the principal Hornes in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIAND and SMOKING ROOMS. Special CARS may be obtained on appli- The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken. Messrs. DORABJEE & HING KEE.

Hongkong, September 16, 1885.

W. POWELL & Co.

LARGE Lot of TOYS and Fancy GOODS at Half Price. MITTS, GLOVES SHAWLS, WOOL PRITICOATS, JACKETS,

GAITERS, &c., &c., are all being Sold at Reduced Prices. W. POWELL & Co.

VICTORIA EXCHANGE, January 18, 1889.

Intimations. BORNEO TIMBER.

THE BRITISH BORNEO TRADING AND PLANTING Co., LTD., are prepared to SUPPLY New and Valuable TIMBERS for Sure and House Building, FURNITURE, WHARVES, &C., in Round or fication. Small samples can be seen at the Office, where also Price List and Description can be obtained, and larger samples at our Godowns at East Point. The above Company have arranged for

regular Shipments to be made by the Provincia, Parana, and other large Steamers, direct to this port. JARDINE, MATHESON & Co.,

Hongkong, October 23, 1888.

the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings Accounts, declaring a Dividend, and elect-

FORMOSA.—By Mr. G. TAYLOR. This Article, which has been reprinted from the China Review, contains one of the Goods from alongside. best Sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

WALSH, LIMITED, Hongkong; also, Mr. N. Consignees' risk and expense. MOLLE, Amoy. Hougkong, March 3, 1888.

Insurances.

QUEEN FIRE INSURANCE COM-PANY.

1. Company, are prepared to ACCEPT hand, Orders for REPAIRS if sent to the RISKS against FIRE at Current Rates. NORTON & Co., Agents.

Hongkong, July 15, 1887. NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

TITHE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882. THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :--Fire Department. Policies issued for long or short periods at

ourrent rates. Life Department. Policies listed for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co

Hangkong, October 19, 1888.

Notice of Firm.

Proprietors.

HONGKONG & SHANGHAI BANKING CORPORATION. TR. G. E. NOBLE has been Appointed

By Order of the Court of Directors, T. JACKBON. Chief Manager.

Notices to Consignees. FROM HAMBURG, PENANG AND SINGAPORE.

IN HE Steamship Aglaia, Capt. CHRISTIANsen, having arrived from the above

notice to the contrary be given before Noon To-DAY, the 16th Instant. Any Cargo impeding her discharge will May be had -- Price, \$1 -- at Messrs. Lane, be landed into the Godowns of the Kow-CRAWFORD & Co.'s, and Mesers, Krily & Loon Pier and Godown Co. and stored at No Claims will be admitted after the

Goods have left the Godowns, and all Goods remaining undelivered after the 22nd Inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they

No Fire insurance has been effected. SIEMSSEN & Co.,

Hongkong, January 16, 1889.

SINGAPORE.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co.

tions to Sell by Public Auction, on SATURDAY, The Steamship the 19th January, 1889, at 2 p.m., at his Sales Rooms, Queen's Road,—

at 3 p.m. For Freight or Passage, apply to

BLACKWOOD MARBLE-TOP CENTRE and SIDE TABLES, ORETONNE-COVERED COUCHES Hougkong, January 17, 1889. and CHAIRS, CHINNEY GLASSES, PICTUES,

DINING TABLE, SIDEBOARD, WHATNOTS CROCKERY, GLASS and PLATED WARE, DIN-ING ROOM CHAIRS, GLASS BOOK CASE and Double and Single IRON BEDSTEADS, The Co.'s Steamship WARDROBES. WARDROBS with GLASS DOOR. Hailoony, Captain ROACH, will be despatched for the above CHEST OF DRAWERS, MARBLE-TOP TOILET

> For Freight or Passage, apply to General Managers.

Hougkong, January 17, 1889.

FOR BANGKOK (DIRECT.)

For Freight or Passage, apply to YUEN FAT HONG,

Hongkong, January 15, 1889. STEAM TO YOKOHAMA, VIA NAGA-

(Passing through the INLAND SEA.) The P. & O. S. N. Co.'s Steamship

E. L. WOODIN, Superintendent.

. & O. S. N. Co.'s Office, Hongkong, January 17, 1889. NETHERLANDS INDIA STEAM

FOR SINGAPORE, PENANG AND BATAVIA. The Co.'s Steamship

Devonhurst. MONDAY, the 21st Instant, at Noon, For Freight or Passage, apply to

Hongkong, January 17, 1889.

HAMBURG. (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTER DAM, LONDON, LIVERPOOL

Polyhymnia. above Ports on MONDAY, the 21st Inst., at 10 a.m.

Agents. Hongkong, January 11, 1889.

For Freight or Passage, apply to SIEMSSEN & Co.

OCEAN STEAMSHIP COMPANY FOR SHANGHAI VIA AMOY.

for NINGPO, CHEFOO, NEW. CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co 's Steamship THURSDAY, the 24th Instant.

BUTTERFIELD & SWIRE, Hongkong, January 16; 1880.

TAILORS MAND OUTFITTERS.

A RE Now Showing AN ENTIRELY NEW STOCK OF SEASONABLE GOODS in the above Departments, a imprising TWEED SUITINGS, TROUSERINGS, COATINGS, Diagonal and Superfine BROAD CLOTHS for DERS SUIT, SERGES, VESTINGS, FLANNELS, &c., &c.

Boys' and Youths' TWEED and VELVET SUITS made to Order. THE OUTFITTING DEPARTMENT has been Re-stocked with a Splendid Assortment of SILK, LAMB'S WOOL, and MERINO, HOSIERY, SHIRTS, COLLARS, SCARFS, TIES, BOOTS, SHOES, HATS, GLOVES, &c., &c. READY-MADE ULSTERS and CHESTERFIELD OVERCOATS kept in Stock.

OVERLAND TRUNKS, GLADSTONE BAGS, and TRAVELLING CASES in all sizes. QUEEN'S ROAD, Hongkong, January 16, 1889.

PUBLIC AUCTION.

SUNDRY

comprising :-

REP-COVERED DRAWING-ROOM SUITE.

and ORNAMENTS.

WRITING TABLE.

TABLE and WASHSTAND.

A COTTAGE PIANO.

ONE JINRICKSHA.

TERMS OF SALE. -As customary.

Hougkong, January 15, 1889.

For Sale.

FOR SALE.

TULES MUMM & Co.'s

BORDEAUX CLARETS AND

WHISKY, - \$71 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

To Let.

TO LET.

DEAK-'LA HACIENDA,' formerly

TO LET.

Hongkong, December 12, 1888.

Hongkong, January 2, 1889.

from 1st February.

Apply to

Praya Central

Apply to

TO LET.

OFFICES in VICTORIA BUILDINGS,

DAVID SASSOON -ONS & Co.

OFFICE, and also One Big GODOWN

LAI HING & Co.,

No. 153, Queen's Road Central.

OOMS in 'College Chambers.'

Hongkong, December 12, 1888.

BIG ROOMS suitable for SHOP

Hongkong, January 16, 1889.

TO LET.

on the Ground Floor of House No. 15,

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

WEDNESDAY, the 23rd Instant.

Capt. Murroan, vill be despatched as above on

The Co.'s Steamship

occupied by Sir Grosca Phillippo.

H. N. MODY,

LAI HING & Co.,

C. EWENS.

No. 153, Queen's Road Central;

Victoria Buildings.

CHAMPAGNE.

Dubos Frères & de Gernon & Co.'s

Baxter's Celebrated Barley Bree

Hongkong, July 18, 1884.

Apply to

J. M. ARMSTRONG.

Auctioneer.

WHITE WINES.

Shipping.

NHE Undersigned has received instruc-FOR YOKOHAMA AND KOBE.

SIEMSSEN & Co.,

DOUGLAS STRAMSHIP COMPANY,

FOR SWATOW, AMOY & FOOCHOW.

Daylight. DOUGLAS LAPRAIK & Co.,

THE SCOTTISH ORIENTAL STEAM

The Company's Steamer

Phra Chula Chom Klao,
Captain A. Benson, will
be despatched for the

SAKI AND KOBE.

will leave for the above places on SUNDAY, 20th January, at

NAVIGATION COMPANY, LIMITED.

Capt. Hournors, will be despatched as above on

JARDINE, MATHESON & Co.,

FOR SINGAPORE, HAVRE AND

and BREMEN.) The Steamship Capt. W. Scharren, will be despatched for the

For Freight or Passage, apply to SIEMSSEN & Co.,

FOR SHANGHAI. The Steamship

Hongkong, January 17, 1889.

(Tuking Cargo and Passengers at through rate.

The Co. a Steamsnip

Descalion.

Captain Asquirm, will be despatched as above on For Freight or Passage, apply to

CALCUTTA. The Steamship Arratoon Appar, Captain J. G. OLIFENT, will be despatched for the above Ports on WEDNESDAY, the

23rd Instant, at Noon. For Freight or Passage, apply to. DAVID SASSOON, SONS & Co.,

STEAM TO SHANGHAL The P. & O. S. N. Co.'s Steamship Peninsular will leave for the above place about 24 hours after her arrival with

Superintendent. P. & O. S. N. Co.'s Office, Hongkong, January 17, 1889. 92 STEAM TO YOKOHAMA, VIA NAGA-

Steamship will leave for the above places on FRIDAY, 25th January, at Noon.

Hongkong, January 14, 1889. GLEN LINE OF STEAM PACKETS. FOR LONDON VIA SUEZ CANAL

despatched as above on or about the 29th Instant. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

STEAM NAVIGATION COM-PANY, LIMITED.

Agents.

ARNHOLD, KARBERG & Co., Hongkong, January 15, 1889.

FOR NEW YORK. The Steamship Duke of Westminster, Capt. REYNOLDS, will be despatched for the above Port on or about the 31st Instant. For Freight or Passage, apply to

> Sailing Vessels. FOR SAN FRANCISCO. The AA I British Barque

For Freight, apply to RUSSELL & Co. Hongkong, January 14, 1889.

OF PURE COD LIVER OIL

The only preparation of COD LIVER DIL that can be taken readily and tolerated for a long class. AS A REMEDY FOR CONSUMPTION. BRONCHITIS, SCROPIZOUS APPRICTIONS ANAMIA, GENERAL DEBILITY, COUGHS INDETHROAT APPROTON NEW AND ALL WASTING DISORDERS OF CHILDREN

Prescribed and endorsed by the best Physicians. SOLD BY ALL CHEMISTS Age its for China and Hangkono's Messea. WATSON & Co (LIMITED). Houghong, December 17, 1898, 7 2131

Business Notices.

AN EXPERIENCED CUTTER has arrived from London, and all Orders will be executed under his personal supervision. RIDING JACKETS and CAPS, RIDING BREECHES, &c Fancy COSTUMES for PRIVATE THEATRICALS and BALLS.



FOR SINGAPORE, PENANG AND

Hongkong, January 16, 1889.

the outward English Mail. E. L. WOODIN.

SAKI AND KOBE. (Passing through the INLAND SEA.) The P. & O. S. N. Co.'s

E. L. WOODIN.

The Steamship
Glenearn,
Captain Brass, will be

Hongkong, January 17, 1889. THE CHINA SHIPPERS' MUTUAL

FOR LONDON VIA SUEZ CANAL The Co.'s Steamship Chinguo,

II. H. Machuch, Commander, will be despatched as above on or about the 30th Inst. For Freight, &c., apply to

ADAMSON, BELL & Co.,

LAIRD, Master, will load here for the above Port, and will llave quick despatch.

Hongkong, January 15, 1889.

With Hypophosphites of Lime & Sode. PALATABLE AS MILK.

ABULTS It is marvellous in its results.

LANE, CRAWFORD & Co. Hongkong, January 12, 1889.

Tailors, Hatters, Shirtmakers and Gentlemen's Outfitters.

Hongkong, January 14, 1819

Praya and Queen's Road Central, Hongkong. The Accommodation and Service of every kind will be found to be of the best description.

has TAKEN THE OFFICE formerly oc-66 Square Logs, Beams, or Sawn to any speci-

RAMBLE THROUGH SOUTHERN

their arrival in this Harbour, NONE of MHE Undersigned, Agents for the above

may be had by applying at THIS OFFICE.

V CHIEF MANAGER of the BANK from the 1st January, 1889.

Hongkong, December 31, 1888. 2221

Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Optional Cargo will be forwarded unless

will be examined on the 22nd Instant, at

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND

of Cargo are hereby informed that their Goods are being landed at their risk into the Hongrong and Kowloon Wharf and GODOWN COMPANY'S GODOWIIS, at West 14 Point, whence delivery may be obtained. 22nd Instant will be subject to rent. No Fire Insurance has been effected. all Claims must be made immediately, as none will be entertained after the 22od

BAOK VOLUMES CHINA REVIEW

TITHE S. S. Arration Apour having arrived

Instant. Hongkong, January 18, 1880.

FFICES and GODOWNS now occupied by the Messageries Maritimes Com-PARY, being No. 8, Praya Central. Possession from 1st l'ebruary next. The Premises can be let partly. Apply to

1 from the above Ports, Consignoes Orgo remaining undelivered after the Consignees are hereby informed, that

> hours steam from Marseilles, and thenco to London occupies about the same time. For Freight or l'assage, apply to BUTTERFIELD & SWIRE, A tenis.

Hongkong, January 14, 1889.

Steamers.

Capt. E. CHRISTIANSEN, will be despatched for the above Ports on SATURDAY, the 19th Inst. HOUSEHOLD FURNITURE, &c.,

> LIMITED. Ports on SUNDAY, the 20th Instant, at

SHIP COMPANY, LIMITED.

Captain F. SCHULZ, Wil be despatched for the above Port on MONDAY, the 21st Inst., at

Passengers for Europe desiring to proceed Overland, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Conpon Tickets to MARSEILLES (by Transatlantic Company's express boats), and thence to Patits or Losbon. Algiera is 28

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS. FOR SHANGHAI, KOBE AND чоконама.

The Co.'s Steamship Commandant Bonneroy, Triumph, for Haiphong. Will be desputched for the above Ports TO-MORROW (SATURDAY), the 19th Instant, at 11 a.m.

G. DE CHAMPEAUX, Hongkong, January 18, 1889.

HONGKONG RIFLE ASSOCIATION. THERE will be NO COMPETITION Mr and Mrs De Bovis, 2 infants and gover-To-MORROW (SATURDAY) at the Range as previously notified.

TION will take place on SATURDAY, the | Chay Seng, Hair, and Rev. Robert; from 26th Instant. A. SHELTON HOOPER,

Hon. Secretary. Hongkong, January 18, 1889.



NOTICE. SANITARY BOARD.

THE attention of OWNERS of PROPERTY and their Agents is directed to Section 74 of Ordinauce No. 24 of 1887, which provides that No Person who shall ERECT a DOMESTIC BUILDING shall allow the same or any portion thereof to be occupied until such Building shall have been examined by a duly authorized Officer of the SANITARY ROARD and certified by him as having been built in compliance with the entire provisions of the Public Health

Ordinanco. Notice of the Completion of all such Buildings, the Construction of which was commenced after the passing of the Public Health Ordinance, 1887, should be sent to For HAIPHONG .the Undersigned.

WM. EDWARD CROW, Acting Secretary.

SANITARY BOARD ROOM, Government Offices.

Hongkong, 18th January, 1889.

STEAMSHIP AVA. COMPAGNIE DES MESSAGERJES

MARITIMES. NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. Guadiana, from Antwerp ex S.S. Provencal, from Havre ex S.S. Tamiss, and from Bordeaux ex S.S. Congo, in connection with the above Steamer. are hereby informed that their Goods -with the exception of Treasure and Valuables-are being landed and stored at their risk at the Cumpany's Godowns at Bowrington, whonce delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless Intimation is received from the Consignees before 1 p.m. To-DAY (Friday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Genda samaining unalaimed ofton Fux. one cent per packet per diem. All Claims must be sent in to me on o before the 28th Instant, or they will not be recognised.

No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hongkong, January 18, 1889.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Honghong Hurbour :-

ARBATOON APCAR, Brit. steamer, Capt. Olifent. - David Sassoon, Sons & Co. GENERAL WERDER, Germ. steamer, Capt. Schuckmann. — Melchers & Co.

DAKIN BROS. OF CHINA.

LIMITED,

CHEMISTS

Dakin's

Carbolic Tooth Powder.

TIGHLY Antisoptic, and most agreeable and efficacious in cleansing and preserving the Teeth and Gums. Its perfume is delicate and pleasing.

Dakin's

Cherry Tooth Paste.

An excellent preservative of the Teeth and Gums and a grateful, refreshing aromatic to the Mouth. It is prepared so as to keep good for any length of time in any climate.

Hongkong, January 16, 1889.

SHIPPING.

ARRIVALS. January 18, 1889 :--General Werder, German steamer, 1,820, W. von Schuckmann, Yokohama January 9. Mails and General. - MELCHERS & Co. Metapedia, British steamer, 1,454, D.

COLLIERY. Acc. French steamer, 2.076, Bonnefoy, On Marsvilles December 16, Alexandria 21 Port Baid 22, Suez 24, Aden 28, Colombo January 4, Singapore 10, and Saigon 13. On Mails and General. - MESSAGERIES MARI

Blower, Nagasaki Jan. 13, Coal. - TARABIMA

Wolf. German gunboat, from a cruise. Almora, British steamer, 1,719, Alex. Hay, Singapore via Holhow, January 10, On General - Jaedine, Matheson & Co. Bayern, German steamer, 2,877, F. Mergell, Shanghai Jan. 16, Mails and General.

MELCHERA & Co.

DEPARTURES. January 18 —

Amoy, for Shanghai. Anton, for Hothow and Pakhoi. Altair, for Callao. Albany, for Yokohama. Paniel Barnes, for New York. Patroclus, for Shanghai.

CLEARED.

Maric, for Haiphong. Canton, for Swatow and Shanghai. Independent, for Singapore.

PASSENGERS. Por General Werder, from Yokohama. 103 Messrs J. Barre, John Anderson, A. de Silva, Charleton and A. B. Purfürst, and

Per Ava, for Hongkong: from Marseilles, ness, and Mr Hunter ; from Singapore, Mrs Day, Mr S. Shaw, Rev. Couvrour, Messrs The Monthly CHALLENGE CUP COMPETI- Low Chong Chin, Tan Yong, Chee Sing, Saigon, Mc Ong Ka Tiong, Liouts. Platel and do Theyenard, Sub-Lieutenants Savidan and de Saussure, Midshipmen Docteur and 105 | Salmon, Mr Cappel, and 117 Chinese. For Shanghai: from Marseilles, Messra Schembeck, Visser, Blydenstein, Revs. Levive, Bougeois and Gozosu, and Mr Herricz; from Saigon, 1 Japanese. For Kobe: from Marseilles, Messrs Yokota and Otsuka. For Yokohama : from Marseilles, Messrs Takata, Yoshida, Ikouvra, Hozumé, Abé and Huybrecht; from Singapore, Mr Simons; from Saigon, Mr Cotel. Per Almora, from Singapore, 54 Chinese.

> and Cass, and 1 Chinese. DEPARTED. Per Amoy, for Shanghai, 30 Chinese. Per Anton, for Holhow, 30 Chinese.

Per Bayern, from Shanghai, Messrs F.

Humskerk, Thos. Marshall, E. Ruhstrat,

TO DEPART. Per Canton, for Swatow, 50 Chinese. Per Triumph, for Baiphong, O Chinese.

POST OFFICE NOTICES. MAILS will close:-

Per Triumph, at 7.30 a.m., on Saturday, the 19th inst. For SWATOW & SHANGHAL .-

Per Canton, at 10.30 a.m., on Saturday, the 19th inst. For SHANGHAI, KOBE & YOKOHAMA

Per S. S. Ara, on Saturday, the 19th instant. For SHANGHAI, 10 s.m. JAPAN, 10.30 a.m. Late Letters for -SHANGHAI, 10.10 to 10.30. Extra Mail on board till time of departure. For YOKOHAMA & KOBE.—

Per Aglaia, at 2.30 p.m., on Saturday, the 19th inst. For BANGKOK .-

Per Phra Chula Chom Klao, at 5 p.m. on Saturday, the 19th inst. For SWATOW, AMOY & FOOCHOW. Per Hailoong, at 5 p.m., on Saturday, the 19th inst. For HAIPHONG.-

19th inst. For NAGASAKI, KOBE & YOKOHAMA. Per Ancona, at 9 a.m., on Sunday, the

notified. For STRAITS & BATAVIA .-ror SHANGHAL at 11 30 a m . . Mor

Per Ningpo, at 3.30 p.m., on Monday, the 2 st inst. 2 For STRAITS & CALCUTTA. -

Per Arratoon . pcar, at 10.30 a.m., on Wednesday, the 23rd inst.

MAILS BY THE GERMAN PACKET .-

the 25th inst.

The German Contract Packet Bayern will be despatched on SATURDAY. the 19th Instant, with Mails for the United Kingdom, Europe and countries beyond, vid Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta,

Registry ceases at 4 P.M. The Mail closes at 5 P.M. Ar Supplementary Mail, on Sunday, the 20th Instant, at 9 A.M.

MAILS BY THE FRENCH PACKET .-The French Contract Packet Nutal will be despatched on WEDNESDAY. the 23rd January, with Mails for the especially as regards the Police Court, we United Kingdom, Europe, and places be- trust the change will make a decided imyond, via Marseilles; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies. Pondichery, Madras, Calcutta, Aden, Mauritius, might have been improved, but on the

Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET .-The United States Mail Packet Guelic will be despatched on SATURDAY, the 26th Jan., 1889, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows :-

0.15 p.m. Registry ceases. 0.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet Bengal will be despatched on WEDNESDAY, the 30th Instant, with Mails for the United yond, vid Brindisi; to the Straits Settlements, Netherlands India, Bur-

and Gibraltar. The usual hours will be observed in closing the Mails. &c.

Exchange.

Bongkong, January 1	8	
r London-		,
Alexander Marinez	3/0#	
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Paris-		•
On demand,	3.85	
Credits, 4 months' sight,	3.93	
New York—		
On demand,	741	
On demand, Credits, 60 days' sight,	75	
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vereigns, ,, ,,	8 6,48	
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MEMOS. FOR TO-MORROW. Shipping. 11 a.m. - Ava leaves for Shanghai, &c. 3 p.m.—Aglaia leaves for Y'hama, &c. Auctions.

2 p.m.-Auction of Sundry Furniture, at Mr J. M. Armstrong's.

A. S. WATSON & Co., LIMITED,

ESTABLISHED A.D. 1841.

THEIR ANNUAL SUPPLY

SWEET CORN.

A. S. Watson & Co., Limited, HONGKONG DISPENSARY.

January 15th, 1889. per the publication of this issue commenced

The China Itlail.

HONGKONG, FRIDAY, JANUARY 18, 1889.

THE business done at the meeting of Council yesterday was not very extensive. Several very important announcements, however, were made. The principal one was the intimation that the Consulting Engineer of the Colonial Office had approved of the plans and estimates of the large Praya Reclamation scheme initiated by Mr Chater. This result was to be expected. The utility and benefit of the reclamation was generally acknowledged in the Colony, the only difference of opinion being as to how the large profit, estimated by the projectors at postage 10 cents. Supplementary \$5,000,000, should be apportioned. We contended that as the foreshore to be reclaimed was really the property of the Colony this large profit ought not to go entirely into the pockets of the marine letholders. As the terms on which the scheme has been approved have not yet been communicated, it is impossible to say to what extent this contention, which His Excellency admitted was a strong one and would Per Frejr, at 5 p.m., on Saturday, the be submitted to the Home authorities, has been upheld by them .- The announcement with regard to the opening up 20th inst., instead of as previously for building purposes of the Hill district above Kennedy Road, we discounted a fortnight ago. News filters slowly through tract of land into the market will be a great of the Senate. benefit to the Colony, and paght to remedy for some years the great deficiency in the ber, on thanking the House for his election. matter of accommodation for European said he heped for the triumph of parliamenresidents which has raised house rents to tarism. For NAGASAKI, KOBE & YOKOHAMA | such an enormous figure that family life is Per Kashgar, at 11.30 a.m., on Friday, almost impossible to all but the richest members of the community. Even if the project for the removal of the military

from the centre of the town is not carried

out in the immediate future, the opening up

of this district and the extension of the

Praya ought to relieve the congestion for

several years to come.—The amendment

made in the interpretation proposals is, we

think, a decided improvement. It is, as

His Excellency says, as essential for an

interpreter to have a good knowledge of the

English language as to be conversant with

the vernscular. As this requirement has

not hitherto been paid much attention to,

provement. There are one or two points

of detail in the propeals which we think

whole the scheme is a great step in the

right direction, and the sooner it is put into

operation the better. It is in a great

measure an experiment, the real character

We are unable to discover what object was

of which can best be seen in the working.

gained by the Legislative Council taking yesterday, without any explanation of its scope. the first reading of a Bill on the very important subject of the regulation of building -a subject which gave rise to great discussion at the time the Public Health Bill was being pushed through Council. The procedure is a violation, if not of the letter, at least of the spirit of the Standing Orders of copy of every Bill shall if possible be sent (Saturday), at 4 p.m., at Causeway Bay. mah, Ceylon, Aden, Egypt, Malta, to each member by the Clerk at least two Excellency's reference to the practice of the House of Commons was altogether beside the question. What we have to do with MR Pollock, who unlike his co-Magistrate wind and that their hawsers were readiness and ought to have been let go so at the bar. I do not remember his saying here is the Standing Orders of the Council. Mr Wodehouse, does not look forward Commons or of any other English legisla- up with rubbish, fined a coolie \$4 to-day tive body, we think it would be difficult to for throwing refuse into the harbour. This find a precedent for the procedure adopted fine is somewhat nearer the figure than the yesterday. It is announced that a very \$1 fine of Mr Wodehouse, but we think it important Bill containing 94 clauses is being still errs on the low side. prepared, and the Council is asked to read this Bill a first time without seeing it, the commencing at 11 s.m., between the follow only explanation with regard to its contents | ing elevens ;being contained in the following compre- Maj. Johnston, R. M., T. S. Smith (Capt.) hensive statement of the Attorney General: J. D. Crichton, R.M. 'It is a Bill to repeal Ordinance 8 of 1856, S. L. Darby relating to building, and to make better Capt. Maitland Douprovision therefor. His Excellency says Captain Calder the reading of the Bill a first time ren- | - Garde, a. H. ders it more likely that immediate attention | Dr. Martin, 2. M. will be directed to it as soon as it is pub. And 2 others lished. But would not this end have been

gained in a more constitutional manner had. At the weekly Police Inspection Parade, other, that in his judgment he could not Their Lordships will humbly advise it been merely announced that the Bill on held at the Central Station this afternoon, full speed shead. He accordingly gave the pealed from ought to be affirmed and the this subject mentioned in the orders of the the Captain Superintendent of Police pre- order to stop and reversel, and at the same appeal dismissed. The appellants must day was not quite ready, but that it would sented the Royal Humane Society's Medals time directed the third Officer to go to the pay the costs of the appeal. likely be laid on the table next week, when to Khan Singh, ex-P. C. 559, who has reits first reading would be taken? By this tired on pension; and to P. C. 531, Bishu means public attention would be directed Singh. In addressing the recipients, Capt. to the matter, and the members of Council Deane said : I feel much pleasure in prowould have had the advantage of hearing senting you with these medals, given to you from the Attorney General a statement of by the Royal Humane Bociety of England. the objects of the Bill and perhaps These medals are much esteemed in Enga short analysis of the clauses. By land, and are the only medals given by prithe procedure actually adopted the mem- vate persons that are allowed to be worn by bers are thrown on their own resources men in the army, navy and police when in to wade through the 94 sections as best uniform. They are worn on the right the evidence that the statements made by they can, and no explanation of the provi- breast. I need not say anything more to sions will be given until they are called to you now, as you have already been prepass the second reading of the Bill. His sented with Belilios medals for what you Excellency certainly has promised to give did.

them time to study the measure themselves; and this is an improvement on the course adopted some six months ago with regard to certain important measures, which were read a first time without being laid before the Conneil, and which only appeared in the Gazette one or two days before the second reading was moved-a system of procedure we strongly objected to at the 83 time. But the present course is still far from consistent either with the Standing Orders of the Council or with the practice of Parliament. It is true that the House of Commons may read a Bill a first time without its being printed, but we think it would be difficult for His Excellency to refer to a case in which a Bill was read a first time before a cupy of it in some form was on the table of the House or at least before any explanation whatever of its pro- march. The gun carriage bearing the visions were given. There has been so much trouble about the form of procedure here that we hope the unofficial members will some day soon insist upon a definite understanding being come to as to the course that should be followed.

> TELEGRAMS. (Via Southern Line.) [SUPPLIED TO THE 'CHINA MAIL.']

THE ARAB FERMENT. London, Jan. 16th. The Arabs have dethroned the King of

Uganda. The dervishes are advancing against Wady Halfa.

and lies on the North-West corner of Victoria Nyanza.

(Havas Telegrams.) FRENCH NEWS. PARIS, Jan. 10th. The Revolutionary Candidate in the de

partment of the Seine is M. Boule. Paris, Jan. 11th. M. Meline, the President of the Cham-

LUCAL AND GENERAL Passed Suez Canal, OUTWARD BOUND :- Carmarthenshire, Dec. 14; Joson, Bombay, Red Sea, 28; Ounfa. 4; Achilles, Cardiganshire, Diemnah, Gleulyon, Menelaus, Highfield, 8; Antenor, Kent. 11.

MEWARD BOUND :- Aberdeen, Dec. 21 Pembrokeshire, 11. P. & O. s. s. Peninsular, with the English Mail of December 21, left Sing-

apore on Tuesday, the 15th instant,

at 5 p.m., and may be expected here on or about Sunday, the 20th instant. This Packet brings replies to letters despatched from Hongkong on November 14th. left Port Darwin for this port on 11th

about the 20th inst. about the 20th inst.

about the 22nd inst. e O. S. M. S. N. Co.'s steamship Mognene from Glasgow and Liverpool, left Singapore for this port on the 14th inst. and may be expected here on or about the 20th inst. THE delivery of the French Mail was begun

Kingdom, Europe, and countries be- the Council, according to which 'A printed There will be a game of Polo to-morrow WE are obliged to keep out our share list. clear days before it is read a first time.' His Banks are down 1—to 169; steamboats are up to 127 and Ropes to 92.

But even in the practice of the House of complacency to seeing the harbour filled Pekiny was reduced from 10 to between 41 mion they entirely concur. In such cir-

A CRICKET Match will be played to-morrow

F. Bramwell (58th)

E. M. Blair, R. E. Dr. Scanlan Major Miles, B.A. V. Egerton, B.M. F. Lee, R.N. Dr. Atkinson W. O. Lyne, B.N. J. Lattle (58th) R. P. Fittgerald And 2 others

THE funeral of Major Prevost of the 1st Battalion Argyll and Sutherland Highlanders, took place this morning, with full military honours. The mournful cortege was announced to start from Wellington Barracks at ten o'clock. Previous to that hour, a large number of people assembled sad procession; the band of the regiment, familiar hymn 'Jesus, Son of David, hear.' Shortly aften ten, the procession was formed in order, and commenced its slow march to the cemetery at Happy Valley. The firing party, consisting of two hundred men marched in open order, with arms reversed, in front, and behind them came the band with muffled drums, playing a funeral coffin followed, drawn by men of the deceased officer's Company. Following the coffin were Colonel Forbes-Robertson and the officers of the Regiment. The rear of the procession was formed by officers of the Garrison, Naval officers and civilians. Lieut. General Cameron was one of the mourners. At the grave the usual three volleys were fired when the coffin had been lowered.

Amongst the passengers by the Tamar. which left Portsmouth on the 3rd Dec., and Queenstown on the 6th, from Portsmouth were Lieut, E. G. Gound, R. E., Surgeon G. Evil. of the Medical Staff, for Hongkong: and from Queenstown Capt. G. Paterson and Lieuts. T. A. Scott and Thorburn, 1st Argyll and Sutherland Highlanders, for Hongkong. The Tamar will bring home the paid-off crews of the Linnet and Rambler. The following is the rovised programme of the movements of the vessel :- Arriveat Gibraltar, 11th inst., leave The Kingdom of Ugand: is direct South same day; arrive at Malta 15th, leave 16th; of Wadelai. It is crossed by the Equator arrive at Port Said 20th, leave same day; arrive at Port Said 20th, leave same day ; arrive at Suez 22nd, leave same day; arrive at Aden 27th, leave 28th; arrive at Colombo Jan. 6, leave same day; arrive at Singapore 12th, leave 13th; arrive at Hongkong 21st, leave on homeward voyage Feb 3; arrive at Singapore on the 8th, leave 9th; arrive at Colombo 15th, leave same day; arrive at Aden 24th, leave 25th; arrive at Suez March 3, leave same day : arrive at Port Said 5th, leave same day; arrive at Malta 9th leave 10th; arrive at Gibraltar 14th leave same day, and arrive at Ports-

mouth on the 20th. THE CITY OF PEKING AND SAGHALIEN COLLISION

CASE. THE APPEAL TO THE PRIVY COUNCIL. OWNERS OF THE 'CITY OF PEKING,' APPEL LANT; v. THE COMPAGNIE DES MESSA-

On the appeal to the Privy Council by the Pacific Mail S. S. Co. against the judgment of the Hon. James Russell, C.M.G. Judge of the Vice-Admiralty Court, the Braunschweig, Dardanus, William Bur- following jadgment was on the 1st Dec. last kill, Abergeldie, January 1; Iphigenia, delivered by Lord Watson :- This is an appeal brought by the owners of the City Peking against a judgment of the Vice-Admiralty Court of Hongkong condemning their ship and bail in the amount of damage Euphrates, 28; Laertes, Jan. 1; Pali- occasioned to the steamship Saghalien benurus, 4; Orestes, Palamed, Niobe, 8; longing to the Campagnie des Messageries Maritimes and her cargo by the collision of the two yessels which occurred within the harbour of Hongkong shortly after 2 p.m. on the 29th November 1886. The Northern fairway of the harbour which is about twofifths of a mile in broadth runs Westward from the South Western extremity of a promontory jutting into the harbour from the North which is known as Kowloon point. At the time of the collision the The E. & A. S. S. Co.'s steamer Catterthun | Saghatien was lying opposite Kowloon point, her head being moored to a buoy on inst., and may be expected here on or | the Southern side of the fairway which left her free to swing with the wind or tide. THE Glen Line steamship Glenroy, from The City of Peking, which is a screw steamer London, left Singapore on the 13th of 5042 tons burden and 425 feet in length The Ben Line steamer Benlaria, with Car- moorings which are situated on the North diff coals for the Naval authorities, left | edge of the fairway, nearly a mile to the be expected here on or about the 21st | of dispute that after she came within the limits of the harbour the City of Peking was The O. S. S. Co.'s steamer Deucalion, from | steered straight for the Meance buoy which Liverpool, left Singapore on the 15th lay between her and the Saghalien until she inst., and may be expected here on or | reached a point about three-fifths of a mile to the East of the latter vessel, and that anpoars to be the usual and proper course. The account which is given by her own witnesses of the subsequent pavigation of the City of Pekin ; from the point in question until the collision took place is as follows In ordinary circumstances ther helm at that her towards the centre of the fairway and she would in that case if she had continued to obey her helm have passed the Saghalien were heading towards Kowloon These junks were in reality anchored, but they were supposed to be under way owing to the fact that their sails were set

point would have been ported so as to bring at a considerable distance. But that course was obstructed by two large junks which junks and about 90 feet from them but before she came abreast of the Seghalien influence in averting the collision or minithe witnesses for the City of Peking assert mixing its effects, can hardly be questioned that her head was suddenly caught by a by the appellants, whose third Officer states strong tide current running Southwards in his evidence, I dezesay two anchors from Kowloon point at the rate of 4 to 5 would have held her. The fact seems to knots an hour which at once canted it round have been that those in charge of the City to port. The Captain, who was himself of Peking, although they ought to have been in charge upon the forward bridge, then aware of the possibility, thought there was the defence. gave three consecutive orders all of which no probability of danger from a current, and were promptly obeyed. He first ordered acting on that speculation they allowed the the helm to be put hard a port, but that port anchor to be unshackled before the

hard as possible. On the return of the Messrs Sharp, Johnson and Stokes; for the third Officer from that errand but not till then he gave the order to drop the starboard anchor which was the only one ready to let go, the port anchor having been unshackled just before they came abreast of Kowicon point. These proceedings failed to stop her way and the stom of the City of Peking struck the Saghalien which was then heading to the North nearly amidships causing damage both to hull and car-The learned Judge of the Vice Ad-

miralty Court came to the conclusion upon the witnesses of the City of Peking as to the alteration of her helm at the distance of three-fifths of a mile from the Saghalien are erroneous, and that she was actually steered throughout upon a course which necessarily brought her at right angles on the Saghalien. Except upon very clear testimony their Lordships would be unwilling to hold that a wall-equipped vessel like the City of Peking with her officers and crew at their posts and on the outlook had deliberately run down a ship at anchor, but there appears to them to be no ground for that inference in the present case. The learned Judge relied upon the evidence of Isuard and Delmas the second Captain and Lieutat the gate of the Barracks to witness the enant of the Saghalien and that of Captain Paul of the Tanais, who all said that when they saw the City of Peking she was bearing which was stationed outside the gate, straight for the Saghalien. Had these wit reanwhile playing Redhead's tune to the ucsses observed the whole course of the City of Peking their evidence would have been material, but having regard to the time at which then observations were made it does not conflict with the evidence for the City of Peking. Only one of the three, Delmas, saw her at some distance off when she fired a gun on entering the Harbour, at which period of time she was admittedly steered for the Meanes Buoy which was nearly in a line with the Saghalten. He then went about his own business and saw no more of her until her craw were preparing to let go the starboard anchor. Isuard, no doubt, says that he never lost sight of her and that she never changed her course, but it clearly appears from his evidence that he did not see her at all until just before she was observed for the second time by Delmas. Captain Paul's opportunities of observation were equally limited. He says

'It was perhaps a minute from the time I first saw her till the collision.' While their Lordships are prepared to acquit the City of Peking of having steered a straight course for the Saghalien, it does not necessarily follow that in their opinion she must be absolved of all blame in the matter. When a vessel under steam runs down t ship at her moorings in broad day light that fact is by itself prima facie evidence of fault, and she cannot escape liability for the consequences of her act except by proving that a competent seaman could not have averted or mitigated the disaster by the exercise of ordinary care and skill. appellants attribute the collision wholly to the effect upon the vessel of the current which caught her head, to counteract which they maintain that every reasonable precaution was used which ordinary skill and prudence could suggest. It appears to be an undoubted fact in certain states of the weather at half the tide setting eastwards sweeps down the

western shore of the promontory of Kowloon and is thereby deflected and runs with considerable force in a southerly direction across the fairway. These currents are exceptional, but that they do not occasionally although at distant intervals occur is known was known to the Captain of the City of Peking. The evidence on both sides establishes that it is impossible to lay down any rule in regard to the recurrence of these exceptional tides. They may occur at any time even when least anticipated, and cautious mariner is therefore bound always to keep in view the possibility of their 15th April I could have withdrawn from being met with. There can be no reason to doubt the statement of the Captain that he did not expect to meet with a curren of the force of that which he encountered but however little expected it was his dut to be prepared for such a contingency. The fact that he had been compelled by the apparent position of the two junks to keep the Southern edge of the fairway made that duty the more imperative. Lordships are not preparate to hold that using all due precautions he was not

titled to steer upon the course which proposed to follow. The liability or nonliability of his ship appears to them. depend upon this consideration, whether at the time when she was caught by the current he was prepared to use and actually use all ordinary and measures for averting the collision. is a serious conflict of testimony as to the actual force of the current at the time of the collision, some witnesses estimating at half a knot and others at nearly five knots an hour. Their Lordships do not think it necessary to decide between these conflicting views or to determine the precise strength of the current on the occasion inst., and may be expected here on or entered the harbour from the East against in question. It appears to them that asa half ebb tide in her way to her own suming his statement upon that point to be correct the swidence nevertheless establishes that the Captain of the City of Peking failed Singapore on the 14th inst., and may | West of Kowloon point. It is not a matter | in two particulars to take proper steps for checking the way on his ship. In the first place, their Lordships have been advised by their Nautical Assessors and they have hesitation in holding, that the starboard anchor ought to have been dropped at the same time when the order to stop and reverse was given. That an appreciable interval of time must have elapsed between the giving of the second and third orders is made clear by the evidence of the Captain and third Officer, and the second Captain of the Saghalien is probably not far wrong in his estimate of distance when he states that at the time it was dropped the directors had not decided to have the bartwo vessels were not more than 200 feet apart Seeing that 60 fathoms or 180 feet of chain were paid out with the anchor there must have been very little time for it Mr. Roberts were to state that he had to operate before the collision occurred. In the second place, their Lordships have been advised that in the circumstances in which the City of Peking was placed her Easterly port anchor ought also to have been in on their port side. In these circum- soon as the ship ceased to obey her helm in in the letter that they would try for a stances the speed of the City of Peking consequence of the current. In that opiand 5 knots an hour and her helm was comstances the keeping of both anchors ported and steadied on a course nearer to readiness is a safe and ordinary precaution. the south side of the fairway which if it being impossible to predict which of the maintained would have carried her astern two it may become necessary to drop or of the junks and about 400 feet shead of that both will not be required. That a the Saghalien. When she was astern of the second anchor if dropped in time along with the first would have had a material

respondents, Messra Wotton and Deacon.

SUPREME COURT IN ORIGINAL JURISDICTION. Before Chief Justice Russell and a Jury.

Friday, Jan. 18th. HONGKONG HOTEL CO. V. LOXLEY AND CO. OF BARMAIDS.

THE DISPUTE ABOUT THE ENGAGEMENT The Attorney General (Hon. E. L. O'Malley), instructed by Messrs Wotton and Deacon, appeared for the plaintiffs ; and Mr Francis, Q.C., instructed by Mr Reece, of Mr C. Ewens' office, was for the defence. The following gentlemen were sworn as a ury :- Mesars G. R. Lammert, F. W. Cross, H. W. Dick, H. L. Dalrympie, H. Wicking, F. T. P. Foster, and E. A. Solo-

The hearing of the case was resumed to M. Roberts :- I am the manager

of the Hongkong Hotel. I arrived in Feb.

ruary 1887. Mr McColloch was then in charge. After I arrived I was not consulted about the staff to be employed Nothing was discussed with me about barmaids. I remember Mr McCulloch asking me about 7th March, if I was writing Mr Saunders, manager of the House of Commons Refreshment Bar, a friend of mine, to tell him that the Company was thinking of getting out barmaids. I wrote to him and described to him what the duties of the barmaids would be. I did not say what sort was wanted, because Mr Saunders would know himself. I gave him no order to secure them. I said in a second letter there was one barmaid leaving, and he might infer they were wanted soon. Mr McCulloch told me he was going to write to Mr Sayle on the subject, and I wrote about the same time. The second letter I wrote, to say the barmaid we had was leaving, was not written by instructions of the Company. I remember Mr McCalloch showing me the letter of the 15th April from Mr Sayle, saying he was gotting two barmaids. I wrote one letter after that to Mr Sayle, by instruction of Mr McCulloch, saying there was not a positive order for the barmaids, and that as the bar was going on well we did not think of going to the expense of getting two barmaids. Cross-examined—I was told when I came here that it was intended to get out barmaids; my subsequent opinion was against this. I mentioned Mr Sayle's name in my

'Mr Sayle will see you on the subject.' By the Court-I have no memorandum of what I wrote, but I believe it was this This is the class of girls we require; I suppose we must put up with them, but they are a d- nuisance.

letter to Mr Saunders. I believe I said

The evidence of the defendant Dalton Siyle and several witness taken on commission in London was read. Boardman Bromhead Dalton Savle said -All communications to the business of the plaintiff company were made direct to me and did not come through my partner in Bongkong. The first written intimation I had that the defendant company required barmaids was contained in a letter dated 9th June 1886 from Mr Kerfoot Hughes who was then a director and had been chairman of the Hotel Company. I also received a letter from McCulloch dated the 7th March 1887, on receipt of which I saw Mr C Saunders. In reply to this letter I wrote the letter of 15th April 1887. In reply to describer I received the letter of 19th May, 1887, from Mr. Roberts. From that I see that my letter of the 15th April arrived in Hongkong on or before 19th May 1887. At that date I had not engaged the two barmaids. They were not engaged until 20th June. If a telegram had been sent to me on receipt of my letter of the my negotiation with these barmaids. They left on the Bellerophon. The steamer does not stop at Plymouth. She might stop at Gibraltar. At the date when the steamer left I had received no communication from the plaintiff Company or my partner Loxley that there had been any mistake with rogard to the barmaids, neither by letter nor telegram.

Cross-examined-The term. 'Indent' in the letter of 7th March is used as synonymous with or equivalent to 'order'. The passage present idea is to get out two serviceable girls for the bar is an order taken in connection with the passage in the letter of 9th June 1886, commencing we may also want some barmaids. I consider the letter of 7th March, taken by itself, smounts to a positive order.

John Barnes of the General Post Office, London, stated that the mail from Hongkong of 19th May 1887 arrived in London at 3.56 a.m. on the 28th June. William Crichton Saunders of the Refreshment department, House of Commons said-Some time in April 1887 I received a letter from Mr Roberts, manager of the

Hongkong Hotel, in which he mentioned

that were then two barmaids required. He said 'L suppose we must put up with them, but they are a damned nuisance. I don't think he said what he meant by putting up with them. I received a communication from Mr Sayle; and shortly after I saw him and read the letter I had received from Mr Roberts to him. I sent a barmaid to Mr Sayle for Hongkong. Cross-examined-I was only saked a few days ago as to my recollection of the contents of that letter. I remembered the contents because of the strong expression above referred to. I do not recollect the contents other than the strong expression. I mean I would not have recillected it but for that expression. I do not remember any expression in the letter that he or his

maids or that there was any doubt as to their being required. He did not explain the nature of the barmaids required. If described in the letter the kind of girl required I should say that was incorrect. Now you mention it I have a recollection that he said that the girl would be required to look after the cash rather than to serve If Mr . Roberts, stated that he said so I should not contradict him, but I do not remember it. Mr Francis submitted for the defendants that there was no case for the plaintiffs to go before the jury. There was absolutely no evidence in support of their pleadings.

His Lordship That is for the jury to Mr Francis - I am submitting to your Lordship that there is no case to put to the

His Lordship-I should certainly say there is, but it is a matter for your own judgment whether you call any witnesses for

Mr Francis -I shall call Mr Loxley, without addressing any remarks to the jury W. R. Loxley said - I am parener in the helm to be put hard a port, but that had no effect; at that moment his vessel was look their chance, and the ship must bear look their chance, and the ship must bear Sayle is my partner and resides in London. Sughalies, and he at once saw that there the consequences. It is right to state that My firm were appointed London agents for was imminent danger of collision and in partner in the first the first of the firs fast the two ships were so near to each | pertain of the findings in the Court below. | was transacted direct with London and not

telegrams were to be despatched Mr with the defendant company's launch mediately preceding the collision. McCulloch would tell me what he wanted Pioneer, which occurred in Hongkong har- dismissed, with costs. to send and I would put it into cipher. I bour on the 6th October last. Mr Caldremember a conversation with Mr McCulloch | well appeared for the plaintiff, and Mr shortly after Mr Roberts' arrival about Francis, Q C., instructed by Mr Holmes, barmaids. He saithe had written or was about to write to Mr Sayle about barmaids. I said Mr Sayle had a good deal of trouble for the defendants, with costs. getting girls for the Victoria Hotel. Mr McCulloch said he would have very little ence for the plaintiff, went on to say:trouble, as Mr Roberts would very likely The evidence of the first witness was prewrite and get the girls, and all Mr Sayle varicating and capped voluntarily by at junwould have to glo would be to sign the agree- necessary falsehood as to the change of told me that Mr Sayle was sending out the plaintiff's evidence to be true as to the barmaids whom the Company did not want. | course of the Morning Star up to the stern I asked him why he did not telegraph and of the Meaner and having regard to the he replied that it was too late. Mr position of the two wharves and the Meanee, McCulloch said nothing about my having it is impossible to conceive that the Pioneer to take charge of the girls as the Hotel

By the Attorney General-On the last occasion referred to I met Mr McCulloch quite by chance. He did not tell me that Star should not have seen the light of the the Company had not ordered these bar- Pioneer long before they did, or on the maids and would not have them. He other hand the Pioncer must necessarily simply said the Company did not want the have been considerably on their starboard barmaids. I did not think it necessary bow, if she was hidden by the Meance. The lance No. 7 of 1877, and we have therefore

munication made through Mr Sauuders was | before the collision actually occurred. The | tending the formation of the Company; and sufficient authority to Mr Sayle to engage more probable story appears to me to be first, as to its promoters. Only one of the sums to be paid, and it was only possible barmaids. Did the Plaintiffs make any- that in 'rounding' the stern of the Directors, namely, Mr Renter, was a for the Committee to understand the acthing like a withdrawal of the authority Mecance an expression to be found in promoter, and made a profit by the sale of counts. If they appointed an auditor he previously given, and, if not, was not his the Plaintiff's Petition—she was under a his share of the Austin Arms property to would have to accept the vouchers given proviously given, and, a now, was not no root to know whether silence a ratification of that authority? port helm, and thus brought the Pioneer the Company. The other Directors and him and would be unable to know whether In the first place he submitted that it was on her port bow. Although in their myself have simply taken shares on the they were correct or not. absolutely clear that the firm of Loxley and Petition Plaintiffs allege that there were same footing as the rest of the share- Mr Kennuey said he presumed that the Co. were appointed agents in Lindon of several passengers on board the Morning holders, and have had no other advant. Secretary of the Association had to submit the Plaintiff Company, and it was perfectly | Star at the time of the collision not one age of any kind whatever. When I joined | his proposals of expenditure to the Comclear also what the course of business be- was called to give evidence. On the other the Board, Mr Findlay Smith's name was mittee before making disbursements. tween them was. Mr Loxley here was not hand, on behalf of the defendant Company, down on the list of Directors, he having Mr Ford thought that the question was directly engaged in it. The orders of the the cok-outman on the Pioneer gave evidence consented to be one of the Board, but he unnecessarily taking up the time of the Company were not given to the firm here that when he first saw the Morning Star, retired shortly afterwards. The Peak meeting. He would ask one question but communicated direct by them to Mr she was a little off the Meanes, straight Hotel will not interfere with us. We pro- what did Mr Kennedy expect to gain by Sayle in London. Mr Loxley here knew shead from them, but he added he could pose to construct a comfortable Family having an outsider auditing the accounts? absolutely nothing of what was going on only see her green light and that his vessel | Hotel after the style of such places at It was purely a formal affair; every member between his partner and the Company. was then steering a little to the East of Home; consisting of bed and bathrooms on of the Association was satisfied that the ac-All letters and communications were sent | Pedder's Wharf so as to pass the stern of the first and second floors, and Public and counts had been properly audited, and directly to Mr Sayle's office in London, and the Meance; when he saw her (Morning Star) Private Dining Rooms, Smoking and was only taking up time, in his opinion, to telegrams were merely put into cipher by circling round, they changed their own Reading Rooms on the ground floor; with discuss the question further. (Applause). Mr Loxley exactly as if he had been a tele- course to the Eastward; that was when she all the offices and conveniences one is General Gordon said he would like to say graph clerk. The jury would note the terms | was about 150 Chinese feet off or some | accustomed to find in England in Hotels | a word while on this question. When he of Mr Sayle's appointment. He was appoint where about 50 to 60 yards. In cross-ex- of this class. We did not propose was Chairman of Committee this question ter for something more than merely to amination he swears that he never saw the to interfere with any existing busi- was raised and he advocated the appointing execute orders sent by the Company. He was red light of the Morning Star until the ness in this Colony in any way whatever, of a member not on the Committee to audit agent in the Company's general business, to Pioneer had changed her course. The but, to the best of our ability, to bring the accounts. His first reason was because forward the interest of the Company when opportunity offered and to advise them from time to time on matters which might interest the n. The principal contention for the plaintiffs was that the letter of 7th March was not an order, and ought not to have ! been understood by Mr Sayle as being an order to get and send out two bermaids, and indirectly an attempt was made to Mr Roberts. The letter indeed was not an boarded. He also said the Morning Star sive, and, in point of fact, a long way beyond strongly to the Committee that the accounts compare it with the communication sent to order in the expr as words that would be began to circle round after passing the che- their real value. No doubt the vendors made should be audited by an outsider. The used in a power of attorney, but this, con- quered buoy about 300 Chinese feet off, a very good thing for themselves by the question was postponed and no decision was sidering the relations of the parties, was and he saw her begin to port at that disentirely unnecessary. His attention had tance. Mr Humphreys, a passenger on the was worth to us, or more than its market was urged to this view because a gentleman already been called some months before to Pioneer, said he first saw the Morning Star value at the time I I think not. The uphowever, he had in a hasty moment got the idea into his head on the 19th May that Mr Dalton Sayle had made a blunder and told Mr Loxley without sufficient consideration that he himself must be personally responsible for the mistake. If he

might have made to Mr Sayle. But the tance it may have been that the Pioneer absolutely necessary. We have not conevidence taken on commission in London was off. Bowever it is clear to my mind sidered that. We shall be very pleasshowed that Mr Saunders had communica- that it was at so short a distance off that it ed to have any proposition from the better that the Committee should nominate Roberts to Mr Sayle and that the latter It is almost unnecessary to state that the any one they wish, we shall be glad. hension as to its real meaning. Remarking vessels are meeting end-on or nearly end-should be filled, that the Board of Directors that he would not detain the jury with any on does not apply by night to cases where should have its full number. That being

was the failure to do this to be taken as a

ratification of the order ! The Jury, after a short retirement. returned a verdict for the defendants. answering the first question in the affirmative, the second in the negative, and the third in the affirmative.

Judgment was given for the defendants with costs, including costs of the Special

IN SUMMARY JURISDICTION. (Before His Hon. Mr. A. J. Leach, Acting Puisse Judge.) Friday, Jan. 18.

DORABJEE NOWHOJES T. THE STEAM LAUNCH CO.-THE COLLISION BE-TWEEN FERRY-LAUNCHES.

for the defendants. Mr Justice Leach gave judgment to-day His Lordship, after reviewing the evic Some time in May Mr McCulloch | anchorage of the Meaner. But assuming | directors; Mesers J. Willmott, R. K. Leigh, when first seen was either on the port side Company would have nothing to do with of the Morning Star or directly shead.

Moreover if the course of the Morning Star was as shown on the exhibit B., there is no reason why those on board the Morning position of the vessels in collision as sworn no formal report to make or statement of Mr Francis, addressing the jury, said to by two witnesses also tends to show accounts to render; but, as much misap- pany. I was for two years secretary of this the first issue that must be submitted to that the Piencer not only deliberately prehension appears to exist in reference to Association myself, and I know the vast their consideration was whether the letter came out of her course on a starboard our venture, I will endeavour to put before amount of work which is necessary to helm, but that she must have also ported you a short statement of the real facts at- keep the thing going.

any way that he was to wait for further anotheir passenger, also gave evidence, but Messrs Danby and Leigh inform me that the Rowing Club and Treasurer to Victoria orders, and when Mr Saunders began to as he did not see the Morning Star until apon these lots respectively we have the Ledge, and in both institutions the accounts recommend and send girls to him what she was coming, as he says, direct at them following areas available for building purhad always been audited by other members. could be think but that the engagement of about 50 yards away, his evidence is not poses. On the Austin Arms Estate, 71,046 (Applause). barmaids was to be proceeded with. The very important, but so far as it goes it cor- sq. feet at 85c. a foot...........\$60,389.10 Mr Sayle in full possession of that idea, Mr Woolley also a passenger, deposes that The levelling will cost 5,400 when they might have corrected the mis- when he first saw the Morning Star she was take easily and quickly. After reviewing the on their starboard bow and he saw the green, evidence for prancis concluded by saying and same name agreen light to green of building land already made for us of the Committee were well enough known to that the case was the result of the good to be going to pass green light to green of building land already made for us of the Committee were well enough known to se was the result of the good to be going to be good to qualities of arminess and decision of and no said she control of a class of resonant of the following telegrams from our ex- ferror to those hitherto in use. Turning to character for which Mr McCulloch was and he saw her three lights for a moment only \$58,749.45. It cost us \$50,00, leaving a fairly and above board. (Applause.) With the following telegrams from our ex- ferror to those hitherto in use. Turning to before the collision. He also said when margin in our favour of \$5,749.45. We reference to what General Gordon had said changes :the Morning Star was first seen by him the propose, after the work of laying out the about one of the auditors acting as trea-Pioneer was steering straight for Peddar's ground is completed, to build up to the full surer, he begged to say he was responsible of evidence given on behalf of the defendant ticable. The work is being proceeded with name and not Mr Andrew's. Co. and to the unsatisfactory evidence on as rapidly as possible. As soon as we can Mr Robinson agreed with the last speaonce, and that telegram would have arrived collision could have resulted; and looking at question to ask. The Attorney General contended that brought about the collision was the act of of Directors. I suppose it is necessary that the Company could not be held responsible the steersman of the Morning Star in it should be filled up. for any misrepresentation Mr Saunders abruptly porting at whatever exact dis- The Chairman - I do not know it is certain that those who had audited the

ted the contents of the letter from Mr at once rendered a collision imminent. meeting. If the shareholders can name two other members to do it in future, proneed not therefore be under any misappre- rule of the read (Art. 15) as to porting when Mr May—I think it is as well that it the necessary qualifications. If no one had observations on the eloquent tribute to Mr | the green light of one vessel is opposed to the case, I beg to propose that Mr W. St. McCulloch's good qualities which Mr Fran- the green light of the other, as was the case J. H. Hancock be asked, if he is willing to cis had not thought it impertinent to make, here. Nor does Art. 18, on which Mr accept, be a member of the Board. he proceeded to direct the attention of the Caldwell relied, seem to me, have applicajury to the main points of the evidence. tion. The words 'if necessary; at the end They had nothing to do with what might of the Article appears peculiarly applicable solicitor of the Company, Mr Wilson, that have been written to Mr Sayle by Mr Ker- to the present case No doubt the Pioneer's this being a formal meeting we cannot do foot Hughes on the subject of barmaids or steersman said he saw the Morning Star, any business without notice, and my attenabout the honourable Greely having been circling some distance off, but being, until tion is drawn to sub-section 7 of section 13, kicked out at the end of the month. That shortly before the collision agreen light to which says that any vacancy occurring in kind of rubbish was not to be imported into green, he was entitled to assume she would the Board, except caused by the retirement The correspondence with which maintain that position until be saw her of two directors at the ordinary annual the jury had to deal was entirely confined red light, or as Mr Humphreys put it until meeting, may be filled up by the directors, to the letters of 7th March and the letter she turned abruptly in such a way as to cause | the appointment to be confirmed at next from Mr Roberts. He argued that these him alarm, and he couldnot reasonably have meeting. At the same time the wish of constituted no positive order or authority apprehended danger before; when he saw a | the shareholders will be taken into confor what Mr Sayle had done, and that the collision imminent hedid what he could in the sideration in any appointment made by the plaintiffs were therefore entitled to judg- agony of the collision (see the Bywell Castle, directors. I expected to be asked a ques-His Lordship, in addressing the jury, by throwing off his own ship's head It has been said outside that there has been recapitulated the principal arguments for to port. With regard to the case of some irregularity in this. It was remoured the plaintiffs and defendants and put the Radley and L., & N. W. Ry. Co. that we had made a mis-statement as to the following as the questions which the jury (App. Ca. 754) and the doctrine of con- number of shares applied for by us (the had to consider :- (1) Having regard to tributory negligence referred to by Mr directors) and our friends I am in a posiwhat took place between Mr Saunders Caldwell, it was no doubt said in that tion to say that such is not the case. The and Mr Sayle, was the letter of 7th case that though the plaintiff may have number of abarea applied for by the direc-March sufficient anthority to Mr Sayle to been guilty of contributory negligence and tors and their friends was exactly as stated enter into the contract of 28th June 1 (2) although that negligence may in fact have in the prospectus or in the statement we Assuming that the letter amounted to an contributed to the accident, yet if the published at the time. Of course the ap-

Law of Collisions at Sea, p. 23; but I think it sufficient to state here that I do not agree with the viewurged by Mr Caldwell, on the ground that I have come to the conclusion that only by extraordinary skill and foresight could those on board the Pioneer have anticipated the extraordinary and unaccountable conduct of those in charge of the Morning Star. In the case of the Vorwaerts and Khedive, also referred to by relieved from the responsibility of doing it. Mr Caldwell, the facts were somewhat si- but as it cannot be done, there is an end

through our office in Hongkong. When seam-launch Morning Star, by collision | did not show her red light until almost im-

THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

A general meeting of the shareholders of this Company was held at the Company's offices this afternoon. Mr J. D. Humphreys presided, and there were also present:-Messrs F. L. Reuter and E. L. Woodin, F. H. O. Wilson, A. J. May, W. D. Braid-St. J. H. Hancock, Captain Burnie, R. Fuhrmann, James Orange, C. da Roza, J. Gower, J. W. Noble, C. Heermann. W. E. L. Clement, and Mr John Andrew,

ecretary. The Chairman said :--

Gentlemen,-The meeting is convened in accordance with the Companies' Ordin-

steersman of the Pioneer also deposed within the reach of every resident on the he thought that those who were responsible that when he first saw the Morning lower levels who wanted a change, an op- for the expenditure should not sudit the Star he was steering to pass the stern portunity of getting it in a quiet family accounts; and the second reason was that of the Meanes or a little to the East hotel of the good old sort, without being at the last spring meeting there were one or of Pedder's wharf, and the Pieneer was forced to go out of the Colony for it. The two objections made by members who stated on the Hongkong side of the Meance Hotel will no doubt be a convenience to that they had not prizes of the value ana little to the West of their starboard bow, residents at the neighbouring Ports and nounced. This was a very painful stateand that he could only see her green and | will induce many to visit this colony who | ment, but such complaint was made to the white light; that there was plenty of room to | would not otherwise do so. Next, as to | Committee. It was not necessary now to pass and that he only saw her red light as the price paid for the two properties. It enter into details as to how the matter was the came up into collision and then he star- is generally supposed that this was excess settled, but he felt then and represented it the fact that barmaids would be required some little time before the collision conand he had not since been informed that siderably to the West of the Pioneer. He cents a foot. Peak sites as a rule do not, not casting the slightest reflection on his there was any decision to dispense with did not notice her lights but he could see her I am informed by the architects, yield on friend, Mr Andrew, but he did not think it them. The passage, 'The present idea hull plainly, and 'as we neared she seemed the average more than one foot in four of was quite correct that a man who acted as is &c., did not raise any doubt as to the abruptly to turn right down upon us and to level land suitable for building purposes, treasurer should audit the accounts. barmaids being required, the most that it me it seemed wilful. I was quite astonish- and to get this involves an expenditure of plause). He hoped and trusted that the could be said to do was that it left it an ed; I was alarmed. It was when she was not less than five cents a foot. This would meeting would agree with him in this view

open question whether there should be only some hundreds of yards away. In cross- make the average cost at the Peak, at this of the matter, that a member outside the examination he said there was a wide moment, of level building ground available Committee should be appointed as auditor. nothing in the letter to intimate to him in margin between the two vessels. Mr Scott, for use not less than 85 cents a foot. Mr Legge said he had been Secretary to

Leaving us a margin of \$4,989.10 outsider as an auditor.

The Chairman-I am informed by the 4 P. D. 219) to avert the impending blow tion to-day about the allotment of shares. defendant could in the result by explication was not legily binding upon revoked in time? (3) The plaintiffs having ercise of ordinary care and diligence them, but the whole within a small number received the letter of 15th April, was it not have avoided the mischief which hap- were taken by the directors and their their duty to telegraph, disabusing Mr pened, the plaintiff's negligence will friends, and the small remaining number Sayle's mind of the wrong impression, and not excess him, i.e. the defendant.' was allotted to the public in excess of sider the revision of the rules, The result of that case and many others the shares which were originally allotted beginning with the well-known 's onkey' to them. I am advised that that is quite in had no time to consider this matter. case in which perhaps some confusion has order. I have made the statement, be has been aprong open us. Should arisen from the language used rather cause I think it advisable that we put an notice be given us of the proposed altera- stabbed her in seven places. The unfortuthan in principle, is summed up in Marsden's | end once for all to the disquisting rumours | tions 1 and start on a fair footing.

Mr May-I am to understand that my proposition ownot be accepted. The Chairman-I am so informed.

Mr May-Under these circumstances I withdraw my proposition. pointed a director, as we would rather be revision.

the Vorweerts in that case suddenly showed -I hope that the Company will be success- might proceed with the revision at once. the red light half to three-quarters mile off, ful and that you will have no resson to reto have been sustained by the plaintiff's | whilst in the present case the Morning Star | gret having taken shares is it. (Applause.) sisted simply in striking out the world

HONGKONG RIFLE ASSOCIATION. A meeting of the members of the above Association was held at the Hongkong Hotel yesterday afternoon. Mr T. Jackson presided, and there was a goo fattendance. The Chairman, in proposing the adoption of the report and accounts, alluded to the

departure of the 58th Regiment, and the assistance given at all times by the officers of that Regiment to the Association. Their thanks were also due to the naval officers on the station. Before putting the adoption of the report and accounts to the meeting he would be pleased to hear any remark any member might wish to make. A MATTER OF FORM.

Mr Kennedy said that he noticed that B. Buschmann, F. Hatherly, W. the auditors of the accounts were three members of the Committee. He thought the accounts should be audited by some member not on the Committee. He was perfectly sure that there were many members in the Association who were perfectly competent to audit accounts of that nature. Mr Woolley-As one of the auditors may nak if any reflection is intended to be

cast on the Committee? Mr Kennedy-Certainly not, but I never heard of any concern where the directors audited their own accounts. Mr Woolley-This is not a public com-

Mr Andrew said there were constantly

Mr Francis said that as the opinion of the meeting was evidently in favour of what 55,400.00 Mr Kennedy had said, he presumed that in i future the Committee would appoint an

white lights and the vessels seemed The 'Orange' property contains a net area Mr Hooper said he thought the names of Wharf. Having regard to the nature and class limit of our building area as soon as prac- fer those accounts and that they bere his Minister here has received the Shah's

the plaintiff's behalf, I can only come to do so at a fair profit we intend to realise on ker. This was not a commercial society. one conclusion upon the facts, viz. that when the Terrace property and confine our entire In a society of this sort if they gave unbusiness point of view and not taken such the Piencer and Morning Star first sighted capital and energies to the development of necessary trouble to those who took office a very wrong-headed idea as he seemed to ouch other, they were green light to green. | the Austin Arms. I think that is all I they would find difficulty in obtaining have done, he would have telegraphed at and that if each had kept their course no need say, unless any shareholder has any anyone to serve. If it was the opinion of in time to prevent the engagement of these the evidence of the independent witnesses Mr May-I should like to ask a question mittee were incompetent to audit the acon the defendant's behalf what alone with reference to the vacancy on the Board counts, then they should not re-elect them. The Chairman said there was a right and a wrong way of doing everything. He was

accounts were erfectly competent to do so, British Resident at Perak, has been apbut he was of opinion that it would be the adoption of the report and accounts. Mr Woodin seconded. Carried unanimously.

APPOINTMENT OF COMMITTEE. The Chairman said the next business was to elect a Committee, which he thought had better be done by bill it. There was no specified number of members to form the Committee, but on the last occasion they had elected thirteen, including the Chairman, and he thought they had better follow that precedent. Some of the members of the present Committee had left the Colomy, and as he himself was leaving shortly he might add that he was not socking re-election. Is would be advisable to have some of the officer of the new Regiment on the Committee, but as none of them had yet joined, the Association they could not be elected. However, it was at all times open to them to add to the Committee, and if any officers joined they could be elected afterwards.

The ballotting then took place, with the result that the following gentlemen were elected : - Messra, E. L. Woodin, J. Andrew. A. Woolley. H. J. Hoimes, Major Dempater, Captain Collinson, A. Hooper, R. Robinson, Major Tripp, G. E. Noble, General Gordon, A. K. fravers, and Colonel Storer.

The Chairman-We have now to con-Mr Cross -Is this in order ?

The Chairman-There is nothing in the rules about the ravision. Mr Cross Then I suggest that seven daya' notice be gizen.

Mr Francis suggested that the proposed White Pashe.

siterations in the rules he put before the meeting, and they would then be in a post-Mr Hooper said the first alteration con-

Chairman and Vice-Chairman and have ing dictator. The Seine election, which is power to act, the treasurer and secretary to in Paris. be members ex officio three to form a quorum. The Chairman of the meeting to liave a casting vote.' The next alteration admission of lady members. This rule as revised would read :- Ladies who are residents in Hongkong and over 16 years of age are eligible for election in same way as described in Rule Their subscription shall be lollar per annum.' The amendment with regard to age had been suggested because it had been found that there were lady members under the age of twelve mouths. (Laughter).

HAWING THE LINE. Mr Andrew said he had to propose an addition to the rules. It was not proposed out of any disrespect to the Army or the Police, but the Association was growing to be very large, and as the Police and Military had their own ranges he thought it only right to bring it forward. It was: member of the Army or Navy shall be eligible for election who holds lower rank than that of a commissioned officer, and no police constable under the rank of an In-

Mr Cross proposed that these resolutions be printed and forwarded to members and another meeting called. The Chairman thought the sense of the meeting should be taken, should they proceed with the revision now? The question having been put to

meeting was answered in the affirmative by a majority of four. The alterations to Rules 3, 4, and 12 were carried unanimously. Mr Hooper said that he, perhaps, should

mention the new rule proposed did not affect in any way those who were already members of the Association. Mr Robinson thought the new rule need

ed discussion and that as it was now too late to go into it fully, it should be postponed. General Gordon was of the same opinion. The question of accepting this new rule was a vory important one. (Hear, hear). A great number of the 58th and a great many of the Police had been members and had helped substantially. He thought they should consider the question well before deciding on it. There was no doubt that the soldiers and police were trained to shoot and got much more practice than many of the other members, but on the other hand it appeared a little harsh to absolutely bar them from becoming mem-

Mr Francis proposed the postponement of the consideration of the question for a fort-Mr Holmes seconded, and the motion

was carried.

This concluded the business of the meet-A MODEL CHAIRMAN. Mr Francis said he was sure that those present would fully agree with him when he suggested that a very hearty vote of thanks should be passed to their President, Mr Jackson, who was about to leave the colony, for the assistance he had given them as their president. He did not know Mr Jackson had figured very often at the ranges, but he had given to the association, as he had to every institution in the Colony with which he was connected, benefit of his strong good sense and excellent discretion (Applause.) They had seen that evening, if they had never seen it before, of what value such a Chairman was, and he asked them to give him a hearty vote of thanks for having acted so long and effectively as their president. The vote of thanks was enthusiastically carried, and the Chairman having returned thanks, the meeting terminated.

NEWS BY THE FRENCH

his share in removing the late difficulty

between Persia and Rossia. The Mosc w Petersburg next spring. NEWS FROM AFGHANISTAN. London, Jan. 1.—The January telegram from Chardjui states that Issak Khan has removed to Samarkand, and the Ameer

Abdul Rahman has left Cabul with a large retinue to inspect Afghan Turkestan. NEW YEAR HONOURS. London, Jan. 2. -Sir Hugh Low,

been conferred on Sir Frederick Bramwell. THE FRENCH AND THE HIVER KABUM. view of the opening of the river Karum. THE PEACE OF EUROPE DURING 1889.

ing New Year's wishes from the Corps Diplomatique to-day, said he believed that peace was assured for the year 1889. Vienna, Jan. 1 .- M. Tisza receiving the Liberal members of the Diet, said that with the Triple Alliance in force no State was desirous of war, and he believed in the oreservation of peace during 1889. Paris, Jan. 1. - President Carnot in rehibition as betokening Deace. RISING OF NATIVES IN BRITISH NORTH

has taken place at Branei Bay in North resent against the North British Borneo Company's forces, which are awaiting re- an excess of £102,000 for the twelve months. inforcements from Singapore.

LORD DUFFERIN AT ROME. Rome, Jan. 2 - Lord Dutferin to-day paid an audience of King Humbert THE WHITECHAPSL MURDRES IMITATED IN

lured as prostitute round a corner, he

soldier, on whom reliance can be piaced, place he left at the end of November, and THE SUAKIN GARRISON.

THE THE OF BOULANGISM. Paris, Jan. 8,-General Boulanger has the company received eighteen years ago, insurance of cargo had not gone further,

'General' before 'Committee' in Rule 3. | issued an address to the electors of the Def Rule 4 was altered to read as follows :- | partment of Seine, in which he repels the That the Committee appoint their own insulting suspicion that he aims at become power to add to their number, to fill up fixed for the 27th inst., is anxiously awaitvacancies and appoint sub-committees with | ed. as it will test the strength of Boulangian

A SIGN FROM GERMANY. Berlin, Jan. 3 .- The Emperor William has conferred the order of the Black Eagle proposed was in Rule 12 with regard to the on Herr Von Puttkamer, who was dismissed by the last Emperor Frederick.

THE P. AND O. COMPANY. The forty-eighth annual meeting of the company was held at their offices on Wednesday, the 12th Dec., the chair being taken by Mr T. Sutherland, M.P. The Chairman, before moving the adop-

tion of the report, said that when he had the honour of addressing the meeting last he had to advert to circumstances during the year which were not exactly of a fortunate character. Although the company had maintained their receipts for the passenger traffic, their freight revenue had depreciated materially, so much so that here was, as compared with the previous year, a deficiency of about £95,000. Referring to the state of business as it then existed, that is in December, or three months later than the period when the accounts were concluded, he was happy to be able to say that there were appearances of an improvement in trade. The Board of Trade Returns bore out this impression. and the company's ships obtained, for the first time for three years, full corgoes from London. In June he was able to confirm this statement so far as the outward trade was concerned, but he had to admit that directors themselves anticipated, owing the homeward trade, both from India and chiefly to the larger consumption of coal. China, remained in a state of comparative atagnation. In reality, the report, so far as the homeward trade was concerned, brought us down only to the end of July, and stated that the circumstances had not changed from those forth set at the halfyearly meeting in June. The facts in connection with this department were simply these :- While in the outward trade from London we had an augmentation

of receipts, not less than £80,000 during the past year, and while in the homeward trade from Australia there was also a development of traffic to the extent of £20,000, as compared with the previous twelve months, under the returns from India and China the decrease was such that, comparing the years 1886 to 1887 and 1887 to 1888, instead of £100,000 increase from the homeward trade from Australia and the outward from London. there was only an increase of £40 000, the company having lost in comparison £60 0 0 on the traffic from India and China. The freight receipts were as follows:--1886. £1,029,000; 1887, £934,000; 1888,

£974,000; so that notwithstanding the improvement in freights during the past twelve months the total receipts were £55,000 less than in 1885 to 1886, and this deficiency was entirely owing to the falling off of export trade from India and China up to the middle of last year. - He had no intention to enlarge upon the cause of the unfortunate returns of the India and China business. In the middle of July last year the rate of freight was 15s. a ton from Bombay, from Calcutta 25s., and from China 20s. to 30s., while the intercolonial traffic between Bombay and China suffered from the competition which had arisen under the system of bounties, created by certain foreign Governments. Since the month of July there had been a considerable rebound in the character of the

trade from the Far East. There had been a considerable rise in freights at both sides of India, and Bombay, Calcutta, and he was glad to say so far as Australia was concerned, this continued tothe present time. The export trade from England was also entisfactory, and the only drawback was the unsatisfactory position in which the China trade continued, with respect to which the company would require to continue its careful action, as the state of affairs pointed to permanent lower rates | they had what they preferred it would be al-The M. M. steamer Ava arrived to-day in connection with that trade and to the waysa boom. (Laughter.) The facts which St. Petersburg, Dec. 31.—The Persian tification. (Cheera.) The increase last year, as compared with the previous year, was no less than £60,000, almost the largest increase the company had ever experienced

in one year. It must be as satisfactory to Gazette states that the Shah will visit St. | the shareholders as it was to the directors to see the great appreciation during five or ten years of the company's passenger traffic. The augmentation amounted to not less than £275,000, and this was the more gratifying when it was borne in mind that the company had to meet formidable competition, and when it was remembered that the French, Italian, and German Governments the each subsidised mail steamers for more liberally than the British Government pointed Grand Cross Saint of the Order of subsidised the company; and that these St. Michael and St. George; Sir Henry compani's lay out very much more money Drummond-Wolff has been appointed Grand | than before, and in a public-spirited manner, Cross of the Order of the Bath; and Colonel | to secure the passenger trad . It was also Ewan Smith, the British Agent at Zauzibar, to be remembered that there was hardly Companion of the Bath. A baronetcy has any freight-steamer which did not carry a certain number of passengers. Under these circumstances, the paramount fact in Paris, Jan. 2.—The French Government | connection with passenger troffic was cheap has appointed a Vice Consul at Bushire in | fares ; but, notwithstanding all competition the company's passenger traffic was, as above said, now £275,000 more than ten Rome, Jan. 1.—King Humbert in receiv- years ago. This was a convincing proof of the soundness of the policy adopted connection with the construction of the new vessels which had been added to the fleet, and other improvements which they had been induced to make in the service of the public. There was one department in respect of which the company had made great improvements during the last few years—namely, the conveyance of second ceiving the Foreign Ambassadors to-day, class passengers, on all lines, with an referred to the forthcoming French Ex- | amount of luxury never attempted in former years. He was glad to say these measures had proved eminently successful and had contributed in no alight degree to London, Jan. 8 .- A rising of the natives, he generally successful results of which he had been speaking. The traffic returns for Borneo. The chief holds the position at 1886 to 1887 showed receipts of £1,741,000. and those of the past year £1,813,000, or

Unfortunately there was always some drawback to every success, and he regretted to have to note three disturbing causes, which a visit to Signor Crispi in order to arrange | militated against the company during the past year. First, the large reduction in the subsidy began to tell. It amounted in round figures to £100,000 a year, and that as the Victoria, which amounts in tonnage London, Jan. 3.—A young man named operates in the accounts to the present date Stevenson, aged 19, was arrested in Glas- to the extent of upwards of \$60,000. We have gow this morning for attempting a crime Secondly, there had been no transport satisfaction with the mail steamers. They It similar to the Whitechapel ones. Having revenue, owing to there having been no Government employment whatever, of the company's vessels during the past year. It would be seen that the whole revenue from this source, instead of being £101,000 a year, the P. and O. has in depending for one half Halfa, Jan. 3.-An Egyptian fell short of £15,000. The total receipts its receipts u, on its cargo returns, when the word last year £2,210,000, against, the rates for the conveyance of cargo are deterhas arrived here from Omdurman, which previous year, £2,225,0.0; but this arose mined by cargo vessels spread over the from causes which were entirely beyond powerful. If it agreed that seven days' he reports that Emin Pashs has not been the control of the board in any shape or The Chairman I should have been very notice was to be given by sh uld rule so captured, and that he repulsed the force of form. He had adverted in previous the vacancies which had to be filled on the pleased if the shareholders could have ap- cordingly, if not he should proceed with the 0,000 Mandists in October. Emin, he says, speeches to the mail subsidy, and stated Board and moved the adoption of the report. possible amount that could be obtained Sunkin, Jan. 3. - General Grenfell and a of this contract. The amount, \$350,000, underwriting I per cent decitred to company of the Welsh regiment sailed deserves to be studied, to show the faithful A Shareholder inquired whether the comallel courses, green light to green light to green light, but man said that was all the business, adding : postpone the consideration or whether they receiving nearly £345,000 a-year less than | The Chairman replied that the matter of

notwithstanding the fact that the extent of the service to India and Australia was double. Not only had they reduced the amount of payment received for carriage of the mails, but he would like to state the difference which now existed between the conditions of the mail service eighteen years ugo and in the present day. In 1873 the transit of the Indian mails from London to Bombay was 23 days; now it is 161 days, and on more than one occasion during the past few months the company had landed the mails practically 14 days from their departure from Charing-cross. London-(cheers); and for China, in 1873 the contract time was 451 days, and now if is 371; and the company had voluntarily given a far better service than they were bound to do. In 1873 the contract time to Melbourne was 48 days : and in 1886. 351 days. There had thus been two opposing forces with which the company had had to contend -one the reduced payment received from Government for the mail service, to which he had drawn attention. If they received at the present time a payment' for corvice in connection with carrying mails at the same rate as the Gorman steamers. which have been only two years going, they would have instead of £350,000.

£600,000 a year; and if at the same rate as the Messageries, a still larger payment. It said something both for the elasticity of the resources of British trade, and also for the ingenuity of the directors of the company. that they should be able to earn any profits under these conditions. There was another factor in last year's accounts. The expenditure was in some respects greater than: in previous years, and greater than the and the higher speed at which they were bliged to carry the mails under contract, and their also having had to employ larger vessels, and the larger expenditure caused by increased passenger traffic. The total addition to the expenditure is, however. counter-balanced by saving effected in the expenditure in repairs and renewals, namey, £170,000. Under all the circumstances there was a balance of a quarter of a million at credit of that account. There was an item of new ships refrigerating apparatus,

&c., not charged in the accounts for this year. The reason why a portion of the expenditure on vessels was not charged, was that the directors desired to consider whether it should be placed against renewals. or whether a portion should go against capital account. He need scarcely say the company could have provided for it. whichever way they had chosen to treat it. The only other matter to refer to was the collision between the Nevaul and a Chinese gunboat. They could not see that blame attached to the captain for this collision, which occurred in a half for. the vessel being at the time in charge one of the most experienced pilots in Shanghai. The judgment of the Court, howover, rendered the company subject to a liability of £50,000, and notice of appeal was given, which it was hoped would be in the company's favour ; but he thought the directors exercised a wise discretion in compromising for £20,000. That item was in the accounts, and the return would, but for the casualty, have been 1 per cent. greater. Summing up his remarks, the Chairman said they came to this. They had had an unfortunate period as to the inward freight traffic; a reduced mail subsidy; no employment in transport work in connection with the Government; in several respects. unavoidable increase in expenditure : and they had to write off nearly a quarter million for depreciation. He trusted under all these circumstances the shareholders would not receive the return of 6 per cent. with any serious disfavour. (Cheers.) He was aware some expected a larger dividend this year. There had been what was known in vulgar parlance as a 'boom' in shipping. and it was only reasonable to expect we would share in it to some extent. and if any gentleman fe t disappointed he could not do so more than the directors because if The 'Free Lance,' or, as the French called it. the 'Vagabond de l'Ocean,' had under some circumstances a great advantage over the regular liner; but he need scarcely say the

provisions and work of a company like the P, and O, were not to be judged by one. wo, or even three years. He could refer with confidence to the work during the last ten years and the position which the company had now gained in public estimation by these ten years' work. This could not be better proved than by the Stock Excliange value of the shares comparing them as they stood ten years ago (which he did not, however, deny was too low); still on this basis he found that the stock of the company was appreciated at a market value of one and a half millions. With respect to the value of the fleet they had added two very large and costly ships to the balance-sheet. Last year it stood at £12 10. 11d. a ton, or, deducting reserve, at £8 3s. Od.; this year, with the additional new ships, it stands at £12 16x 9d., or, de-

lucting reserve, at £8 11s. 6d.—(cheers)which was, on the whole, a very favourable state for the capital account to be in. It had been mentioned in the report that they had entered into contract for four cargo vessels of a special class. That contract was entered into under most favourable circumstances, there having since been a great rise in the price of materialabout 12 per cent, as compared with the prices they contracted for. This was a new departure for the company to make, and it was caused by local

circumstances of trade between Bembay and China, on which, however, he did not propose to enter at greater length at present. There was a great difference between the expenditure on cargo vessels and on passenger or mail ships. These four vessels would barely coat the price of one mail vessel such as the Britannia. It was, however, more or less cargo vessels which ruled the freight market, and it could be easily understood how the company's difficulties were increased in managing an undertaking which must mainly consist of vessels of the most expensive kind; which had to be managed (so to say) on the most extravagant scale, and must cost at least four times as much as larger cargo vessels. But these cargo vessels, which cost only a quarter as much as the mail steamers. Wil carry practically the same weight of cargo course, did not indicate any cause of dis-Victoria, the Britannia, the Oceana, and the Arcadia; but the remark was made as indicating the burden which a company like

The Chairman then went on to refer to The report was passed unanimously, and without running risk fatal to the possession a dividend of 24 per cent, and bouns from

6. From Peddar's Whart to the Naval Yard,

NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,

BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL GALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

N SUNDAY, the 20th day of January, above places. 1889, at 10 a.m., the Company's Steamship BAYERN, Captain MERGELL, with MAILS, PASSENGERS, SPECIE, copted in transit through Maracilies for the and CARGO, will leave this port as above, principal places of Europe. calling at GENOA.

Shipping Orders will be granted till Noon. Noon, Cargo will be received on board | Cargo will be received an board until until 4 p.m., Specie and Parcels until 1 p.m. | p.m., Specie and Parcels until 3 p.m. on on the 19th January, 1889. (Parcels are the 22nd January, 1889. (Parcels are not not to be sent on board; they must be left at the Agency's Office). Contents and the Agency's Office.) Value of Packages are required.

and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co.,

The Steamer has splendid Accommodation

Agents. Hongkong, December 22, 1888.

Occidental & Oriental Steam-Ship Company. TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GARLIC will be despatched for San Francisco, via Yokohama, on SATURDAY, the 26th Inst., at 1 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan

All Parcel Packages should be marked to address in full; and same will no received at the Company's Office, until a p.w. the day previous to sailing. First-class Fares granted as follows :--

To San Francisco \$200.00 To San Francisco and return, \ 350.00 available for 6 months ... To Liverpool 325.00 To London To other European points at proportion ate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be

obtained on application. Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific. Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be does not apply to through fares from China and Japan to Europe Consular Invoices to accompany Cargo

destined to points beyond San Francisco, In the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hongkong, January 8, 1869.

U. S. MAIL LINE, PACIFIC MAIL STEAMSHIP

COMPANY, THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING

AT YOKOHAMA, AND SAN FRANCISCO. THE U.S. Mail Steamship CITY

OF NEW YORK will be despatched for San Francisco, via Yokohama on WEDNESDAY, the 6th Proximo, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-land Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickots granted England, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows :-To San Francisco \$200.00 To San Francisco and return,)

350.00 available for 6 months To Liverpool 325.00 To London To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service

and the Imperial Chinese Customs, to be obtained on application. Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Paci-

Railways. Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. This allowance does not apply to through fares from China

fic. Northern Pacific or Canadian Pacific

and Japan to Europe. Freight will be received on board until 4 o.m. the day previous to sailing. Parcel Packages will be received at the office until p.m., same day; all Percel Package should be marked to address in full; value 5 p.m. the day previous to sailing. of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco. in the United States, should be sent to the Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 501, Queen's Road Central. O. D. HARMAN.

NOTIOE, COMPAGNIE DES MESSACERIES MARITIMES.

STRAM FOR SAIGON, SINGAPORE, BATAVIA COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA:

LONDON, HAVRE, BORDEAUX DUNKIRK AND ANTWERP. N WEDNESDAY, the 23rd January

Mails.

PAQUEBOTS POSTE FRANCAIS.

1889, at Noon, the Company's Steamship NATAL, Commandant Such, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port for the

Cargo and Specie will be registered for London as well as for Marsoilles, and ac-Shipping Orders will be granted

to be sent on board; they must be left Contents and value of Packages are required.

For further particulars, apply at Company's Office. G. DE CHAMPEAUX,

Agent. Houghoug, January 15, 1889.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, MARSEILLES, RIBRALTAR, RRINDISI, ANCONA, VENICE, PLYMOUTH AND

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

LONDON;

R. - Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

BENGAL, Captain W. BARRATT, with ther Majesty's Mails, will be despatched from this for LONDON, vid BOMBAY and SUEZ CANAL, on WEDNESDAY,

SPECIE ONLY LANDED AT PLYMOUTH.

30th January, at Noon. p.m. on the day before sailing. Parcols and Specie (Gold) at the Office inti 4 p.m. on the day before saiding. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General on "the Amount of Precipitation (Rai

Peninsular & Oriental Steam Naviga-TION COMPANY'S Office, Hongkong. required to be declared prior to shipment. Shippers are particularly requested to are as usual very interesting.'-North-China

note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN. Superintendent. P. & O. S. N. Co.'s Office, Hongkong, January 17, 1889.

CANADIAN PACIFIC STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS

TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA, 2,558 Tons Register, AULD, Commander, will be despatched for VANCOU-VER, B.C., vid KOBE and YOKOHAMA, THURSDAY, the 7th February, at

To be followed by the S.S. PARTHIA. on the 7th March, and S.S. ABYSSINIA, on the 4th April. Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows :---To Vancouver & Victoria, Mex. \$160.00 To San Francisco... ... 175.00 To all common points in Can-230.00 ada and the United States To Liverpool 300.00 To London

To other European points at proportionate rates. Special reduced rates granted to Some translations from Chinese novels and Officers of the Army, Navy, Civil Service, plays are marked by both accuracy and freshand the Imperial Chinese and Japanese ness of style; and an account of the career of Customs, to be obtained on application. Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices,

Freight Agent, Vancouver, B.C. Freight will be received on board until p.m. on the 6th February. All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until hoped that this opening for contributious

ADAMSON, BELL & Co., 52 its continuance Hongkong, January 10, 1889.

WASHING BOOKS.

(In English and Chinese.) TAJASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office .- Price, 21 each, ORINA MAIL Office.

Intimations.

THE CHINA REVIEW. PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of 'Notes and Queries em China and Japan,' has reached its Fourteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Oustoms, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new de-parture has been taken, and the *Review* new gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be mademore generally

useful. The Review department receives special ittention, and endeavours are made to present a careful and concise record of Litorature on China etc., and to giv critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward work to 'Editor, China Review, care of China Mail Office,"

'All our learned societies should aut scribe to this echolarly and enterprising $R\epsilon$ view,' — Northern Christian Advocate (U.S. 'The China Review * * * * has an ex cellent table of contents.'—Celestial Empir The Publication always contains subject of interest to sojourners in the Far East an THE PENINSULAR AND ORIENTAL STEAM | the present issue will hold favourable if no Navigation Company's Steam-ship advantageous comparison, with preceding numbers.'-Celestial Empire.

'This number contains several article of interest and value.'-North-China Herald "The Uhina Review for September-Octob fully maintains the high standard Cargo will be received on board until excellence which characterises that publ ection, and altogether forms a ver interesting and readable number. M reorologists will find an interesting an valuable contribution by Dr. Fritsche

Cargo for London will be conveyed vid and Snow) of Peking," showing the results Bombay without transhipment, arriving one | of observations made at the Imperial Rusweek later than by the ordinary direct route | sian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation For further Particulars regarding of Formosa," by Mr. Geo. Phillips, contains allowed a discount of 10 %. This allowance FREIGHT and PASSAGE, apply to the some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and The Contents and Value of Packages are appreciative review of "The Divino Classic of Nan-Hua," and the Notes and Queries

Daily News.

'A substantial and reliable Review which all students of China and the Chinese would do well to patronise.'-Chrysanthemum. 'The November-December number of the China Review contains less variety than usual, but the few articles are very interes ting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chi neso" treats of a question that must neces sarily be of great importance in the eyer of all missionaries. Mr E. H. Parker's "Short Journeys in Szechuen are continued, and a goodly instalment o these travels in the interior of China given, Mr F. H. Balfour contributes paper of some length entitled "The Em

peror Cheng, founder of the Chinese Empire," which will be read with genuing interest by students of Chinese history A few short notices of New Books and number of Notes and Queries, one of which "On Chinese Oaths in Western Borned and Java" might appropriately have been placed under a separate heading, complet the number.'—H.K. Daily Press.

Trubner's Oriental Record contains the following notice of the China Review:-The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what simila to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature. antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable: and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary hody; among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors . . . century, Su Tung-p'o, by Mr. E. C. Bowrs, is not only historically valuable, but is also distinguished by its literary grace. Beside the East, which will be a useful feature of the Review, if carried out with punctuality

addressed to Mr. D. E. BROWN, District notices of new books relating to China and and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be on Chinese subjects may evoke a similar For information as to Passage or Freight, degree of literary real to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure

Mr. Andrew Wind.

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Merchant Vessels in Longkong Harbour

Krelusive of tate Arrivals and Ly artures reported to-day,

To facilitate finding the position of any versel in the Harbour, the Anchorage is divided into eleven contrast in a cincing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the lady of the

Shipping or midway between each shore are marked at, in conjunction with the figures denoting the sections.

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7. From Navel Pare to Plue Buildings. f. Frem Blue huildings to Eret Print. 9, Frem Bellett's Island to North Point. 10. Revicen Whatves. 11. Jardine's Wharf.

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Mer Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Hongkong
Ockchafer :	gunboat 2nd class	465	4	470	LieutCom. Everard Maxwell	Newchwang
Constance	cruiser 3rd class	2380	<u></u> 14	2590	Capt. L. C. Kerpel	Yokohuma
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Yokohama
Esk	g-bi. 3rd class coast defence	263	3	340		In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut. Cem. Reginald Y. Smith	Amoy
Firebrand	gunboat 2nd olass	456	4	460	LieutCom. Denison	On a cruise
Heroine	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Shanghai
[mpérieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Hongkong
Leander	cruiser 2nd class	4300	10	5500	Capta M. J. Dunlop	Hongkong
Linnet -	gun-vesse 2nd class	756	Б	1050	Commander W. Marrack	Hongkong
Merlin	gunboat 2nd class	430	4	430	Lieut. Com. W. M. Maturin	Bongkong
Mutine	aloop	1130	10	1120	Commander J. H. Martin	Shanghai
Myrmidon	surveying ship	877			Captain C. P. Vereker	Hongkong
Orion	twin-screw battle ship }	4870	4	4040	Captain Hy. J. Carr	1992年1日 - 日本東西東京
JHOA	2nd class armored	• • • • • • • • • • • • • • • • • • • •	**			Singapore
Porpoise	cruiser	1730	6	3500	Commander R. W. White	Bongkong
Rambler	surveying vessel	830	3	690	Commander W. U. Moore	Hongkong
Rattler	gunboat 1st class	715	6	1200	Lieut. Com. W. Maitl. Dougall	Hongkong
Sapphire	cruiser 3rd class	1970	12	2860	Captain W. C. Karalake	Singapore
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Yokohama
Solent	torpedo mining launch	150			The state of the s	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. Richard Bingham	Sandakan
Torpedo Boat No. 35		95 95				In reserve
Torpedo Boat No. 36		95	177	,		In reserve
Tweed	g-bt. 3rd class coast defence		3			In reserve
Victor Emanuel	recolving ship	5157	14	_	Commodore Maxwell, A/D.O.	Hongkong
Wanderer	aloop	925	4	750	Commander Geo. A. Giffard	Singapore
Wiveru	coast defenceship, armoured	2750	4	1450		Hongkong

Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

	Name:	Flag and Rig.	Tons.	Guns.	H.P.	Captain	Where at.
	Aleout	Russian gunboat	800			Captain Esrenego	Nagasaki
E	Aragon	Spanish cruiser	1908	· 1	e ji ya ajir	Captain D. E. Zulunga	Manila
	Aspic	French gunboat	476	4	450	Commander Rupe	Nagasaki
	Boore	Russian cruiser	1160		<u> </u>	Captain Menschicoft	Nagasahi
,	Comète	French gunboat	475	4	450	Lieut. Commander Martel	Quinhon
a	Dmitry Donakoy	Russian frigate	8000			Captain N. Scrydloff	Nagasaki
il	Essex	U. S. corvette	1375	3 7 0	900	Commander Jewell	Singapore
f	Iltis .	German gunboat	480			Captain Eickstedt	Chemulpo
	Lutin	French gunbost	485	4.	425	Captain Kany	Touron
	Marion	U. S. corvette	1900	7.7	1170	Commander Dyer	Shanghai
,	Monocacy	U. S. alogy	1370	6	1470	Lieut. Com. Henry Glass	Yokohama
9	Mordj	Russian gunpost	455	7.1	60	Commander Moltsoff	Corea
B	Hayezdink	Region crimer	1830	9	250	Caplain Zarine	Negasaki
ŕ	Omaha	S. corvotte	2400	12	1150	Capt. McNair	Shanghai
	Palos	U. S. gunboat	420	6	500	Lieut - Come Craig	Kobe
	Parseval -	French gunboat				Captain M. Foret	Shanghai
e l	Piuvier	French gunboat	540		420	Lieut,-Commander Fourest	On a cruise
Ā	Rio Lima	Portuguese gunboat	540			Captain J. R. Santa Barbara	Hongkong
	Sivotch	Russian cruiser	900	1.	1000	Commander Suctrieff	Corea
- Į	Bobo!	Russian gunboat	455	7.	60	Composider Boyle	Japan
	Sophie	German cruiser	2100			Captain Kohlhauer	Singapore
	Ture one	French frigate	5880	12	4250	Captain Juge	Hongkong
	Vastnik	Russian corvette	1330			Captein Lang	Negasaki
.	O and a second	French gunboat	480	4	425	Commander Gondos	Saigon
	Vipere	Russian corvette	2950	12		Captain Makaroff	Singapore
r	Vitias	Russian gunbeat	AND THE PARTY OF			Con mander Mothonsky	Visus wenck
,	Vontock		884		840	Captain Oredner	On a cruise
1	Walt	German gunbeat	1 144	4	417 東多野 1,7 		
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BRIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM

WATERS. WHAMPOA. atr. Shanghai Gler. str. Ningpo Brit, str. Tamsui

AMOY. In port on January 12, 1889. MERCHANT STRAMERS. Abyssinia British C. Hye Teng British Namkiang British

MERCHANT SAILING VESSELS, Andreas: Chateaubriand Brit. boo. Christian Ger. sch. Ger. boe. Galveston Brit. bqe. Tetuan

FOODHOW. In port on January 5, 1889 MERCHANT STEAMERS. British Kowahing

Namoa British SHANGHAI. In port on January 11, 1889. MEROHANT STEAMERS. German

Chinese Cass British Chefoo Ohintung Chinese Hankow &c. Cito German British Feilung Fung-shun Chinese Fuyew Chinese Chinese Hankow, &c. Hae-an Hae-ting Chinese

Hoihow British British Kaifong Kiang-kwan Chinese Hankow, &c. Kiang-piau Chinese Chinese Kiang-yü Kung-wo British Wenchow British Kwongsang

British Kowshing French Natal Saigon British Ngankin Ningpo Ningpo German British Рво Низ Brtiish Pechili Sinn-cheng French Sin Nanzing Store Nordiske Danish British Sungkiang

British

British

British Wuchang YokohamaMaru Japanese Chinese Yungching MERCHANT SAILING VERSELS John E Sayre Brit. sh. Amer. sh. Pactolus Brit, bqe.

Wenchow

Sin Kolga

State of Maine Amer. sh. NAGASAKI. In Port on January 9, 1889. Brit, bqe. Dorothy Kozaki Maru Japan. bqo.

Kristina Nilsson Ger. YOKOHAMA. In port on January 8, 1889

Dians Amer. sch. Fred. B. Taylor Brit. Iron Cross Brit. sh. Lizzie C. Troop Brit. sh. Mary L. Cushing Amer. sh. Brit. bge. Brit. sch. ScammellB'thereBrit, bge.

HIOGO. In port on January 12, 1889. Amer. bee. Mohawk Brit. Naupactus Brit. st. MANILA.

In Pert on January 4, 1889. MERCHANT STEAMERS. Isla de Mindanao Span. str. Liverpool Salvadora Span. str. Singapore MERCHANT SAILING VESSELM. Abbie S. Hart Brit, sh. United States John McLeod Brit. sh. New York Amer. sh. New York Paul Revere Amer. sh. New York TamarE. Marshall Brit. bqe, repairing Amer. sh. New York

ILOILO. MERCHANT BATLING YESRIL Brit. bqo. discharging

Brit, sh. discharging

CEBU. MERCHART SAILING VESSEL General Berthant Brit, bqc. London

BANGROK. In port on December 29, 1888. MEBUHART STELMEDS British Bangkok Cape Clear Siamese British Ohamroen.

Phratabong Rainhow MERCHANT SAILING VESSELS. Carolina Bua Ban Figaro Siam. bg. Foocbow Idealind Long Hin Siam. boo. Mary Dut. sch. Siam. sch. Bua Pan Siam. bge. Siam Ta Hongkong Siam. bee. Dutch bge. Thorbecke

Zoagli

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